

NACOmatic

Effective: 21-Oct-2010

Expires: 18-Nov-2010



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NY Min Alt#2	-	5	MSS	-	200
NY Min Rdr#2	-	9	MSV	-	227
NY Min TO#2	-	11	MTP	-	215
06N	-	206	N03	-	76
0B8	-	128	N23	-	451
0G0	-	195	N66	-	369
0G7	-	441	N69	-	462
1B1	-	163	N82	-	524
20N	-	188	N89	-	95
44N	-	211	NY0	-	183
46N	-	400	OGS	-	362
4B0	-	457	OIC	-	358
4B6	-	476	OLE	-	365
4G6	-	159	PBG	-	378
5B2	-	431	PEO	-	374
5G0	-	193	POU	-	388
6B9	-	455	PTD	-	385
7G0	-	58	RME	-	419
87N	-	460	ROC	-	402
9G0	-	60	SCH	-	435
9G3	-	27	SDC	-	521
9G6	-	42	SLK	-	426
ALB	-	30	SWF	-	338
ART	-	479	SYR	-	464
B16	-	484	VGC	-	154
BGM	-	49			
BUF	-	62			
CZG	-	108			
D38	-	73			
DKK	-	84			
DSV	-	80			
ELM	-	98			
ELZ	-	487			
FOK	-	492			
FRG	-	112			
FZY	-	144			
GFL	-	148			
GTB	-	130			
GVQ	-	45			
HPN	-	501			
HTO	-	90			
HWV	-	443			
IAG	-	351			
ISP	-	234			
ITH	-	167			
JFK	-	245			
JHW	-	175			
LGA	-	299			
LKP	-	190			
MAL	-	197			
MGJ	-	218			

NY Mins - Alternates #2	-	5	PLATTSBURGH	PBG	-	378
NY Mins - Radar #2	-	9	POTSDAM	PTD	-	385
NY Mins - Take-Off #2	-	11	POUGHKEEPSIE	POU	-	388
AKRON	9G3	-	27	RED HOOK	46N - 400
ALBANY	ALB	-	30	ROCHESTER	ROC - 402
ALBION	9G6	-	42	ROME	RME - 419
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BINGHAMTON	BGM	-	49	SARATOGA SPRINGS	..	5B2 - 431
BROCKPORT	7G0	-	58	SCHENECTADY	SCH - 435
BUFFALO	9G0	-	60	SENECA FALLS	OG7 - 441
BUFFALO	BUF	-	62	SHIRLEY	HWV - 443
CANANDAIGUA	D38	-	73	SIDNEY	N23 - 451
CORTLAND	N03	-	76	SKANEATELES	6B9 - 455
DANSVILLE	DSV	-	80	SOUTH BETHLEHEM	...	4B0 - 457
DUNKIRK	DKK	-	84	SOUTHAMPTON	87N - 460
EAST HAMPTON	HTO	-	90	STORMVILLE	N69 - 462
ELLENVILLE	N89	-	95	SYRACUSE	SYR - 464
ELMIRA	ELM	-	98	TICONDEROGA	4B6 - 476
ENDICOTT	CZG	-	108	WATERTOWN	ART - 479
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FULTON	FZY	-	144	WHITE PLAINS	HPN - 501
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HAMILTON	VGC	-	154	WURTSBORO	N82 - 524
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ITHACA	ITH	-	167			
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JOHNSTOWN	NY0	-	183			
KINGSTON	20N	-	188			
LAKE PLACID	LKP	-	190			
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LOCKPORT	OG0	-	195			
MALONE	MAL	-	197			
MASSENA	MSS	-	200			
MIDDLETOWN	06N	-	206			
MILLBROOK	44N	-	211			
MONTAUK	MTP	-	215			
MONTGOMERY	MGJ	-	218			
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NEW YORK	ISP	-	234			
NEW YORK	JFK	-	245			
NEW YORK	LGA	-	299			
NEWBURGH	SWF	-	338			
NIAGARA FALLS	IAG	-	351			
NORWICH	OIC	-	358			
OGDENSBURG	OGS	-	362			
OLEAN	OLE	-	365			
ONEONTA	N66	-	369			
PENN YAN	PEO	-	374			

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS
ANDOVER, NJ

AEROFLEX-ANDOVER **RNAV (GPS) Rwy 3**
VOR-A

NA when local weather not available.
Category A, 1000-2.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL **ILS or LOC Rwy 13¹**
ILS or LOC/DME Rwy 31¹
RADAR-1²
RNAV (GPS) Rwy 4²
RNAV (GPS) Y Rwy 13²
RNAV (GPS) Rwy 22²
RNAV (GPS) Y Rwy 31²
VOR/DME Rwy 22²
VOR Rwy 4²
VOR Rwy 13²
VOR Rwy 31²

¹ILS, Category E, 700-2½. LOC, Category E, 800-2½.

²Category E, 800-2½.

BINGHAMTON, NY

GREATER BINGHAMTON/
EDWIN A. LINK FIELD **ILS Rwy 16¹**
ILS or LOC Rwy 34^{1,2}
RNAV (GPS) Rwy 16²
RNAV (GPS) Rwy 28²
RNAV (GPS) Rwy 34²
VOR/DME Rwy 28²

¹NA when control tower closed.

²NA when local weather not available.

CALDWELL, NJ

ESSEX COUNTY **LOC Rwy 22¹**
RNAV (GPS) Rwy 22²

Category B, 900-2; Category C, 900-2½;
Category D, 1000-3.

¹NA when control tower closed.

²NA when local weather not available.

NAME ALTERNATE MINIMUMS
CORTLAND, NY

CORTLAND COUNTY-
CHASE FIELD **VOR or GPS-A**
Categories A,B, 1100-2; Categories C,D,
1100-3.

DANSVILLE, NY

DANSVILLE MUNI **RNAV (GPS)-A**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18

NA when local weather not available.

Category A, 1300-2; Category B, 1500-2;
Category C, 1500-3.

DUNKIRK, NY

CHAUTAUQUA COUNTY/
DUNKIRK **VOR Rwy 6**
VOR Rwy 24

Category D, 900-2½.

ELMIRA, NY

ELMIRA/CORNING RGNL **ILS Rwy 6**
ILS or LOC Rwy 24

NA when control tower closed.

Categories A,B, 1200-2; Categories C,D,
1200-3.

FARMINGDALE, NY

REPUBLIC **ILS or LOC Rwy 14^{1,2}**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32

NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories C, D, 700-2.

FULTON, NY

OSWEGO COUNTY **RNAV (GPS) Rwy 24**
VOR Rwy 33

NA when local weather not available.

NE-2

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ALTERNATE MINS

M2

NAME ALTERNATE MINIMUMS
GLENS FALLS, NJ
 FLOYD BENNET
 MEMORIAL ILS or LOC Rwy 1
 RNAV (GPS) Rwy 1¹
 RNAV (GPS) Rwy 19
 NA when local weather not available.
¹Category D, 800-2¼.

ISLIP, NY
 LONG ISLAND
 MAC ARTHUR ILS or LOC Rwy 6¹
 ILS or LOC Rwy 24¹
 NDB Rwy 6¹
 RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 24
 NA when local weather not available.
¹NA when control tower closed.

ITHACA, NY
 ITHACA
 TOMPKINS RGNL ILS or LOC Rwy 32¹²
 RNAV (GPS) Y Rwy 14³
 RNAV (GPS) Z Rwy 14
 RNAV (GPS) Rwy 32⁴
 VOR Rwy 14³
 VOR Rwy 32⁵
 NA when local weather not available.
¹ILS, Categories A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3. LOC, Category A, 1000-2.
²NA when control tower closed.
³Category D, 800-2¼.
⁴Categories A, B, 1300-2; Categories C, D, 1300-3.
⁵Categories A, B, 1500-2; Categories C, D, 1500-3.

JAMESTOWN, NY
 CHAUTAUQUA COUNTY/
 JAMESTOWN ILS or LOC Rwy 25
 RNAV (GPS) Rwy 7
 RNAV (GPS) Rwy 25
 NA when local weather not available.

MASSENA, NY
 MASSENA INTL-RICHARDS
 FIELD RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 23
 RNAV (GPS) Rwy 27
 Category D, 800-2¼.
 NA when local weather not available.

MILLVILLE, NJ
 MILLVILLE MUNI VOR-A
 NA when local weather not available.

NAME ALTERNATE MINIMUMS
MONTGOMERY, NY
 ORANGE COUNTY ILS or LOC Rwy 3
 RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 8
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 26
 NA when local weather not available.
 Categories A, B, 900-2; Category C, 900-2½;
 Category D, 900-2¾.

MONTICELLO, NY
 SULLIVAN COUNTY
 INTL RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 33
 NDB Rwy 15
 NA when local weather not available.

MORRISTOWN, NJ
 MORRISTOWN MUNI ILS or LOC Rwy 23¹²
 NDB Rwy 5¹³
 NDB or GPS Rwy 23¹⁴
¹NA when control tower closed.
²ILS, Categories A,B,C, 700-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
³Category D, 900-2¼.
⁴Category D, 900-3.

NEW YORK, NY
 JOHN F.
 KENNEDY INTL ILS or LOC Rwy 22L¹
 ILS Rwy 22R¹
 ILS Rwy 4L¹
 ILS Rwy 4R¹
 ILS or LOC Rwy 13L¹
 ILS or LOC Rwy 31L¹
 ILS or LOC Rwy 31R¹
 VOR or GPS Rwy 13L/R, 1000-3
¹ILS, 700-2.

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ALTERNATE MINS

M3



NAME ALTERNATE MINIMUMS

NEW YORK, NY (CON'T)

LA GUARDIA ILS or LOC Rwy 4¹
 ILS or LOC Rwy 13³
 ILS or LOC Rwy 22²
 LDA-A⁴
 LOC Rwy 31⁴
 RNAV (GPS)-B⁴
 RNAV (GPS) Y Rwy 4⁴
 RNAV (GPS) Rwy 13⁵
 RNAV (GPS) Y Rwy 22⁴
 RNAV (GPS) Rwy 31⁴
 VOR/DME-G⁴
 VOR/DME-H⁴
 VOR-F⁶
 VOR Rwy 4⁴

¹ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

²ILS, Category D, 700-2½; LOC, Category D, 800-2½.

³ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 800-2½.

LOC, Category C, 800-2½; Category D, 800-2½.

⁴Category D, 800-2½.

⁵Categories A,B,C,D, 800-2½.

⁶Categories A,B, 1000-2; Categories C,D, 1000-3.

NEWARK, NJ

NEWARK LIBERTY

INTL ILS or LOC Rwy 4L¹
 ILS or LOC Rwy 4R¹
 ILS or LOC Rwy 11¹
 ILS or LOC Rwy 22L¹
 ILS or LOC Rwy 22R¹
 RNAV (GPS) Rwy 4L²
 RNAV (GPS) Y Rwy 4R²
 RNAV (GPS) Rwy 11²
 RNAV (GPS) Z Rwy 22L²
 RNAV (GPS) Rwy 22R²
 VOR/DME Rwy 22L³
 VOR/DME Rwy 22R³
 VOR Rwy 11⁴

¹ILS, Categories A, B, C, 800-2; Category D, 900-3. LOC, Category D, 900-3.

²Category D, 900-3.

³Categories A,B, 900-2; Category C, 900-3; Category D, 1000-3.

⁴Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

NEWBURGH, NY

STEWART INTL ILS or LOC Rwy 9¹
 ILS or LOC Rwy 27¹
 VOR Rwy 27²

¹ILS, Categories C, D, 700-2.

²Category D, 800-2½.

PENN YAN, NY

PENN YAN RNAV (GPS) Rwy 1
 Categories A, B, 900-2; Category C, 900-2½;
 Category D, 900-2½.
 NA when local weather not available.

POUGHKEEPSIE, NY

DUTCHESS COUNTY RNAV (GPS) Rwy 6¹
 RNAV (GPS) Rwy 24²
 VOR-A¹
 VOR/DME Rwy 6¹
 VOR/DME Rwy 24²

NA when local weather not available.

¹Category D, 800-2½.

²Category C, 800-2½; Category D, 800-2½.

ROCHESTER, NY

GREATER ROCHESTER

INTL ILS or LOC Rwy 4¹
 ILS or LOC Rwy 22¹
 ILS or LOC Rwy 28²
 RNAV (GPS) Rwy 4³
 RNAV (GPS) Rwy 23³
 RNAV (GPS) Rwy 28⁴
 VOR Rwy 4³
 VOR/DME Rwy 4³

¹ILS, Category D, 700-2½. LOC, Category D, 800-2½.

²ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

⁴Category C, 800-2½; Category D, 800-2½.

ROME, NY

GRIFFISS INTL ILS or LOC Rwy 33¹²
 RNAV (GPS) Rwy 15³
 RNAV (GPS) Rwy 33³

NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

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ALTERNATE MINS

M3

NE-2



ALTERNATE MINS

M4

NAME ALTERNATE MINIMUMS

SARANAC LAKE, NY

ADIRONDACK

RGNL VOR/DME Rwy 5¹
VOR or GPS Rwy 9²

¹Category A, 1100-2; Category B, 1200-2;
Categories C,D, 1200-3.

²Categories A,B, 1400-2; Categories C,D,
1400-3.

SCHENECTADY, NY

SCHENECTADY COUNTY ILS Rwy 4¹
NDB Rwy 22

NA when control tower closed.

¹Category D, 700-2.

SHIRLEY, NY

BROOKHAVEN RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Y Rwy 24
RNAV (GPS) Z Rwy 24
RNAV (GPS) Rwy 33
VOR Rwy 6

NA when local weather not available.

SUSSEX, NJ

SUSSEX RNAV (GPS) Rwy 3¹
VOR-A²

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½.

²Categories A, B, 1400-2; Category C, 1400-3.

SYRACUSE, NY

SYRACUSE HANCOCK

INTL ILS or LOC Rwy 10¹
VOR or TACAN Rwy 33²

¹ILS, Category E, 800-2¾. LOC, Category E,
800-2¾.

²Category E, 800-2¾.

TETERBORO, NJ

TETERBORO ILS or LOC Rwy 6¹
ILS Rwy 19¹
RNAV (GPS) Y Rwy 6³
RNAV (RNP) Z Rwy 6, 800-2¾
VOR/DME-A²
VOR/DME-B²
VOR/DME Rwy 6³
VOR Rwy 24⁴

¹ILS, Categories A,B, 800-2; Category C,
800-2¾; Category D, 900-2¾. LOC, Category
C, 800-2¾; Category D, 900-2¾.

²Categories A,B, 1000-2; Categories C,D,
1000-3.

³Category C, 800-2¾; Category D, 900-2¾.

⁴Categories B,C,D, 1000-3.

NAME ALTERNATE MINIMUMS

TRENTON, NJ

TRENTON MERCER ILS Rwy 6
NDB or GPS Rwy 6
VOR or GPS-A
VOR or GPS Rwy 24

NA when control tower closed.

WATERTOWN, NY

WATERTOWN INTL ILS or LOC Rwy 7¹
RNAV (GPS) Rwy 7²³

¹LOC, NA.

²Category D, 800-2¾.

³NA when local weather not available.

WELLSVILLE, NY

WELLSVILLE MUNI ARPT,

TARANTINE FIELD RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR-A¹

NA when local weather not available.

¹Categories A,B, 1100-2; Categories C,D,
1100-3.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI . ILS or LOC Rwy 24¹
RNAV (GPS) Rwy 24

NA when local weather not available.

¹NA when control tower closed.

WHITE PLAINS, NY

WESTCHESTER

COUNTY ILS or LOC Rwy 16¹²
ILS or LOC Rwy 34²
NDB Rwy 16²³⁴
RNAV (GPS) Y Rwy 16²
RNAV (GPS) Y Rwy 34²
VOR/DME-A³

¹Categories A, B, C, D, 700-2.

²NA when local weather not available.

³NA when control tower closed.

⁴Category D, 800-2¾.

WILDWOOD, NJ

CAPE MAY COUNTY RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
VOR-A

NA when local weather not available.

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RADAR MINS

10154


RADAR INSTRUMENT APPROACH MINIMUMS

ATLANTIC CITY, NJ

Amdt. 15, SEP 25, 2008 (FAA)

ELEV 75

ATLANTIC CITY INTL

RADAR- 124.6 327.125 

RWY	GS/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
			MDA-VIS	HAA			MDA-VIS	HAA	
S-13		AB	480/24	405	(500-½)	C	480/40	405	(500-¾)
		DE	480/50	405	(500-1)				
S-4		AB	480-1	412	(500-1)	CD	480-1¼	412	(500-1¼)
		E	480-1½	412	(500-1½)				
S-31		AB	480-1	417	(500-1)	CD	480-1¼	417	(500-1¼)
		E	480-1½	417	(500-1½)				
S-22		AB	600-1	532	(600-1)	C	600-1½	532	(600-1½)
		D	600-1¾	532	(600-1¾)	E	600-2	532	(600-2)
CIRCLING		AB	560-1	485	(500-1)	C	560-1½	485	(500-1½)
		D	640-2	565	(600-2)	E	760-2½	685	(700-2½)

For inoperative MALSR, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½.

Alternate Minimums: Cat E 800 - 2½.

MCGUIRE AFB (KWRI), NJ (Orig, 10154 USAF)

ELEV 131

RADAR (E) - 120.0 269.025 

RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
			MDA-VIS	HAA	
PAR	6 ^{1 3}	ABCDE	331/24	200	(200-½)
	18 ³	ABCDE	323-¾	200	(200-¾)
	36	ABCDE	329-¾	200	(200-¾)
	24 ^{2 3}	ABCDE	378/40	262	(300-¾)

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR. Btn 0300-1100Z++, PAR avbl for full stop ldg only when wx is blw TACAN min.

¹When ALS inop, increase CAT RVR to 40 and vis to ¾ mile.

²When ALS inop, increase RVR to 50 and vis to 1 mile.

³Rwy 6, 18, and 24, VGSI and PAR glidepaths not coincident.

NE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10154

N1

21 OCT 2010 to 18 NOV 2010

RADAR INSTRUMENT APPROACH MINIMUMS

WHEELER-SACK AAF (KGTB), NY (Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)RADAR¹ - 128.25 299.85 ▽**ELEV 690**

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
RADAR-1						
PAR	3 ²³	3.0°/54/1038	ABCDE	885-½	200	(200-½)
	21 ²³	3.0°/58/1106	ABCDE	877-½	200	(200-½)
	33 ⁴	3.0°/49/938	AB	938-¾	250	(300-¾)
			CDE	938-1	250	(300-1)
RADAR-2						
ASR	21 ⁵		AB	1020-½	343	(400-½)
			CDE	1020-¾	343	(400-¾)
	15 ⁶		AB	1100-½	413	(500-½)
			CD	1100-¾	413	(500-¾)
			E	1100-1	413	(500-1)
	33 ⁴		AB	1140-1	452	(500-1)
			C	1140-1¼	452	(500-1¼)
			DE	1140-1½	452	(500-1½)
	3 ⁷		AB	1240-½	555	(600-½)
			C	1240-1	555	(600-1)
			D	1240-1¼	555	(600-1¼)
			E	1240-1½	555	(600-1½)
CIR ⁸	All Rwy		AB	1240-1	552	(600-1)
			C	1240-1½	552	(600-1½)
			D	1240-2	552	(600-2)
			E	1520-3	832	(900-3)

¹Opr 1300-0500Z++. ²When ALS inop, increase CAT ABCDE vis to ¾ mile. ³VGSI and PAR glide path not coincident. ⁴Visibility reduction by helicopters NA. ⁵When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1½ miles. ⁶When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles. ⁷When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¼ miles, CAT E vis to 2 miles. ⁸Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS	NAME	TAKE-OFF MINIMUMS
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AKRON, NY

AKRON (9G3)

ORIG 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 300-1.

ALBANY, NY

ALBANY INTL (ALB)

AMDT 11 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. with a min. climb of 400' per NM to 700. **Rwy 28**, 300-1 or std. with a min. climb of 485' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 110° to 2000 before turning north. **Rwy 19**, climb heading 191° to 1400 before proceeding on course. **Rwy 28**, climb heading 281° to 2000 before turning south.

NOTE: **Rwy 10**, multiple trees beginning 21' from departure end of runway, 53' left of centerline, up to 99' AGL/398' MSL. Multiple trees beginning 74' from departure end of runway, 188' right of centerline, up to 93' AGL/402' MSL. **Rwy 19**, multiple trees beginning 909' from departure end of runway, 638' left of centerline, up to 80' AGL/379' MSL. Multiple trees beginning 1125' from departure end of runway, 460' right of centerline, up to 44' AGL/343' MSL. **Rwy 28**, multiple trees, building, light on pole, and electrical equipment beginning 23' from departure end of runway, 93' right of centerline, up to 87' AGL/416' MSL. Multiple trees, lights on poles, building, and sign beginning 110' from departure end of runway, 7' left of centerline, up to 91' AGL/390' MSL.

ALBION, NY

PINE HILL (9G6)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1000 before proceeding on course.

ANDOVER, NJ

AEROFLEX-ANDOVER (12N)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-2 or std. with a min. climb of 310' per NM to 900. **Rwy 21**, 600-2 or std. with a min. climb of 256' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200 before proceeding on course.

Rwy 21, climb runway heading to 1400 before proceeding on course.

NOTE: **Rwy 3**, trees 4800' from departure end of runway, 1050' left of centerline, 100' AGL/803' MSL.

Rwy 21, trees 715' from departure end of runway, 164' right of centerline, 84' AGL/667' MSL.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL (ACY)

ORIG 07074 (FAA)

NOTE: **Rwy 4**, tree 2185' from departure end of runway, 491' left of centerline, 50' AGL/124' MSL. **Rwy 13**, tree 1654' from departure end of runway, 814' right of centerline, 64' AGL/110' MSL. **Rwy 22**, building 530' from departure end of runway, 555' right of centerline, 15' AGL/75' MSL.

BATAVIA, NY

GENESEE COUNTY AIRPORT (GVQ)

ORIG 07214 (FAA)

NOTE: **Rwy 28**, terrain 15' from departure end of runway, 72' left of centerline, 919' MSL. Terrain 19' from departure end of runway, 231' right of centerline, 916' MSL. Multiple trees beginning 608' from departure end of runway, 584' left of centerline, up to 100' AGL/1009' MSL. Tower 1789' from departure end of runway, 704' left of centerline, 100' AGL/1005' MSL.

BELMAR-FARMINGDALE, NJ

MONMOUTH EXECUTIVE (BLM)

AMDT 1 83160 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 300-1.

BERLIN, NJ

CAMDEN COUNTY (19N)

AMDT 1 93173 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 600-1½ or std. with a min. climb of 270' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb to 600 before turning on course.

BINGHAMTON, NY

GREATER BINGHAMTON/EDWIN A. LINK

FIELD (BGM)

ORIG 08157 (FAA)

NOTE: **Rwy 10**, trees beginning 143' from departure end of runway, 259' left of centerline, up to 29' AGL/1759' MSL. **Rwy 16**, trees beginning 162' from departure end of runway, 325' left of centerline, up to 100' AGL/1669' MSL. **Rwy 28**, trees beginning 157' from departure end of runway, 406' left of centerline, up to 52' AGL/1602' MSL. **Rwy 34**, antenna 216' from departure end of runway, 223' right of centerline, 93' AGL/1643' MSL.

BLAIRSTOWN, NJ

BLAIRSTOWN (1N7)

AMDT 1 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 400-2 or std. with a min. climb of 260' per NM to 800'.

DEPARTURE PROCEDURE: Eastbound Departure:

Rwy 7, climb runway heading to 800' then continue climb to 3000 direct STW VOR/DME before departing as cleared. **Rwy 25**, climb runway heading to 800' then continue climbing left turn to 3000 via STW R-250 to STW VOR/DME before departing as cleared.

Westbound Departure: **Rwy 7**, climb runway heading to 800' then continue climbing right turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared. **Rwy 25**, climb runway heading to 800, then continue climbing left turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared.

BROCKPORT, NY

LEDGEDALE AIRPARK (7G0)

ORIG 09015 (FAA)

NOTE: **Rwy 10**, trees beginning 882' from departure end of runway, 568' left of centerline up to 100' AGL/764' MSL. **Rwy 28**, tree beginning 1820' from departure end of runway, 769' right of centerline up to 100' AGL/764' MSL. Trees beginning 3049' from departure end of runway, 1253' left of centerline up to 100' AGL/759' MSL.

BUFFALO, NY

BUFFALO AIRFIELD (9G0)

AMDT 1 08325 (FAA)

NOTE: **Rwy 6**, trees beginning 2296' from departure end of runway, 68' left of centerline, up to 100' AGL/770' MSL. Tree 4038' from departure end of runway, 1425' right of centerline, 100' AGL/779' MSL. Trees beginning 3080' from departure end of runway, 219' right of centerline, up to 100' AGL/769' MSL. **Rwy 24**, trees beginning 91' from departure end of runway, 208' right of centerline, up to 100' AGL/780' MSL. Trees beginning 868' from departure end of runway, 112' left of centerline, up to 100' AGL/750' MSL.

BUFFALO NIAGARA INTL (BUF)

AMDT 5 07242 (FAA)

NOTE: **Rwy 5**, tree 648' from departure end of runway, 662' left of centerline, 65' AGL/751' MSL. Trees beginning 697' from departure end of runway, 385' right of centerline, up to 100' AGL/787' MSL. **Rwy 23**, trees, poles, building and pump beginning 6' from departure end of runway, 290' left of centerline, up to 40' AGL/721' MSL. Tree 3317' from departure end of runway, 916' right of centerline, 68' AGL/759' MSL. **Rwy 32**, multiple trees and a bush beginning 141' from departure end of runway, 66' left of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from departure end of runway, 90' right of centerline, up to 66' AGL/752' MSL.

CALDWELL, NJ

ESSEX COUNTY (CDW)

AMDT 1 82175 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22, 28**, 300-1.

Rwy 10, 900-1.

DEPARTURE PROCEDURE: **Rwys 4, 22, 28**, climb runway heading to 600 before departing as cleared.

CANANDAIGUA, NY

CANANDAIGUA (D38)

ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 230' per NM to 1100.

CORTLAND, NY

CORTLAND COUNTY-CHASE FIELD (N03)

AMDT 2 96144 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 220' per NM to 2000. **Rwy 24**, 400-2 or std. with a min. climb of 330' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 2600 before turning southbound.

CROSS KEYS, NJ

CROSS KEYS (17N)

AMDT 1 09351 (FAA)

NOTE: **Rwy 9**, trees beginning 81' from DER, 76' right of centerline, up to 100' AGL/289' MSL. Trees beginning 1914' from DER, 834' left of centerline, up to 100' AGL/279' MSL. Pole 4369' from DER, 643' left of centerline, 147' AGL/303' MSL. **Rwy 27**, trees beginning 50' from DER, 20' right of centerline, up to 100' AGL/259' MSL. Tree 2099' from DER, 893' left of centerline, 100 AGL/249' MSL.

DANSVILLE, NY

DANSVILLE MUNI (DSV)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, std. w/ min. climb of 482' per NM to 3000, or 2000-3 for climb in visual conditions. **Rwy 18**, std. w/ min. climb of 430' per NM to 2700, or 600-2½ w/ min. climb of 358' per NM to 2700, or 2000-3 for climb in visual conditions. **Rwy 32**, std. w/ min. climb of 399' per NM to 2400, or 700-2½ w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 446' per NM to 2600, or 400-1½ w/ min. climb of 375' per NM to 2600, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 18**, climb heading 178° to 2700 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 32**, climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 36**, climb heading 358° to 2600 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

DANSVILLE MUNI (CON'T)

NOTE: **Rwy 14**, vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL. Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL. Vehicle on roadway, 174' from DER, 536' right of centerline, 15' AGL/675' MSL. Trees beginning 1.8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL.

Rwy 18, trees beginning 1.8 NM from DER, 908' left of centerline, up to 50' AGL/969' MSL. Trees beginning 4209' from DER, 109' right of centerline, up to 50' AGL/1209' MSL. **Rwy 32**, vehicle on roadway, 41' from DER, 470' left of centerline, 15' AGL/651' MSL. Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL. **Rwy 36**, trees beginning 5437' from DER, 574' right of centerline, up to 50' AGL/1269' MSL.

DUNKIRK, NY

CHAUTAUQUA COUNTY/ DUNKIRK (DKK)

TAKE-OFF MINIMUMS: **Rwy 15**, 400-2 or std. with a min. climb of 230' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 6, 15**, climb runway heading to 1200, then climbing left turn direct DKK VORTAC before proceeding on course. **Rwys 24, 33**, climb runway heading to 1200, then climbing right turn direct DKK VORTAC before proceeding on course. Southbound aircraft cross DKK VORTAC at or above 2300.

EAST HAMPTON, NY

EAST HAMPTON (HTO)

AMDT 2 99056 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

NOTE: **Rwy 4**, 40' AGL trees 200' from departure end of runway. **Rwy 22**, 42' AGL trees 120' from departure end of runway. **Rwy 16**, 48' AGL trees 130' right of departure end of runway.

ELLENVILLE, NY

JOSEPH Y RESNICK (N89)

ORIG 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 1000-2. **Rwy 22**, 1600-2 or std. with a min. climb of 450' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 4**, climb runway heading to 5000 before proceeding on course. **Rwy 22**, climb on heading 240° to 4000 before proceeding on course.

ELMIRA, NY

ELMIRA/CORNING RGNL (ELM)

TAKE-OFF MINIMUMS: **Rwy 5, 23**, NA-ATC. **Rwy 6**, 600-2½ or std. with a min. climb of 325' per NM to 1700. **Rwy 10**, std. with a min. climb of 449' per NM to 1600, or 2000-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 423' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 636' per NM to 2100, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 2400 before proceeding on course. **Rwy 10**, climb heading 101° to 2500 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 24**, climb heading 242° to 2600 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 28**, climb heading 281° to 2400 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course.

NOTE: **Rwy 6**, multiple trees beginning 984' from departure end of runway, 228' left of centerline, up to 34' AGL/1023' MSL. Multiple trees 2.1 NM from departure end of runway, 3938' left of centerline, up to 100' AGL/1499' MSL. Multiple trees beginning 809' from departure end of runway, 102' right of centerline, up to 39' AGL/1028' MSL. **Rwy 10**, poles and multiple trees beginning 551' from departure end of runway, 38' left of centerline, up to 49' AGL/998' MSL. Pole and multiple trees beginning 130' from departure end of runway, 125' right of centerline, up to 63' AGL/1012' MSL. **Rwy 24**, sign and multiple trees beginning 870' from departure end of runway, 528' left of centerline, up to 48' AGL/1006' MSL. **Rwy 28**, multiple trees beginning 1341' from departure end of runway, 289' left of centerline, up to 73' AGL/1012' MSL. Tower and multiple trees beginning 440' from departure end of runway, 472' right of centerline, up to 92' AGL/1031' MSL.

ENDICOTT, NY

TRI-CITIES (CZG)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ min. climb of 515' per NM to 1700 or 700-2 with min. climb of 242 to 2000 or 1600-2½ for climb in visual conditions. **Rwy 21**, std. w/ min. climb of 604' per NM to 2100 or 900-3 with min. climb of 470 to 2200 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 036° to 2000 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course. **Rwy 21**, climb heading 216° to 2200 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course.

NOTE: **Rwy 3**, tree 1' from DER, 418' left of centerline, 78' AGL/907' MSL. Multiple trees and train on tracks beginning 163' from DER, 56' left of centerline, up to 110' AGL/1469' MSL. Multiple trees and tower beginning 1699' from DER, 259' right of centerline, up to 106' AGL/915' MSL. **Rwy 21**, multiple trees, pole and tower beginning 51' from DER, 63' left of centerline, up to 84' AGL/1473' MSL. Multiple trees beginning 751' from DER, 73' right of centerline, up to 86' AGL/1175' MSL.

FARMINGDALE, NY

REPUBLIC (FRG)

AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 200-1¼ or std. w/ min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 32**, 300-1¼ or std. w/ min. climb of 213' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient. Take-off must occur no later than 1500' prior to DER. DEPARTURE PROCEDURE: **Rwy 1**, climb heading 013° to 700 before turning left. **Rwy 32**, climb heading 326° to 700 before turning right.

NOTE: **Rwy 1**, fence, elevator, buildings, tanks and trees beginning 3' from DER, 194' left of centerline, up to 69' AGL/144' MSL. Stack, chimneys, antennas, hangars, buildings, poles and trees beginning 144' from DER, 246' right of centerline, up to 80' AGL/155' MSL. Tank 5912' from DER, 1427' left of centerline, 139' AGL/235' MSL. **Rwy 14**, road, pole, and trees beginning 182' from DER, 24' right of centerline, up to 70' AGL/120' MSL. Poles and trees beginning 534' from DER, 97' left of centerline, up to 74' AGL/124' MSL. **Rwy 19**, sign, hangar, poles, and trees beginning 78' from DER, 14' right of centerline, up to 65' AGL/115' MSL. Buildings, poles, and trees beginning 182' from DER, 71' left of centerline, up to 75' AGL/125' MSL. Tower 2454' from DER, 318' right of centerline, 84' AGL/142' MSL. **Rwy 32**, fence, poles, and trees beginning 146' from DER, 23' right of centerline, up to 69' AGL/139' MSL. Traffic signal, poles, antenna, and trees beginning 330' from DER, 124' left of centerline, up to 72' AGL/142' MSL. Tank 1.35 NM from DER, 1122' left of centerline, 107' AGL/297' MSL.

FISHERS ISLAND, NY

ELIZABETH FIELD (0B8)

AMDT 2 98337 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 300' per NM to 300. NOTE: **Rwy 7**, 15' AGL bunker 25' from departure end of runway, right of centerline.

FULTON, NY

OSWEGO COUNTY (FZY)

AMDT 1 01137 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb gradient of 270' per NM to 900. NOTE: **Rwy 6**, hill 1400' from departure end of runway, on centerline 50' AGL/549' MSL. **Rwy 15**, trees 1700' from departure end of runway, on centerline 85' AGL/560' MSL. **Rwy 24**, trees 1350' from departure end of runway, on centerline 60' AGL/517' MSL. **Rwy 33**, road 400' from departure end of runway, on centerline 15' AGL/462' MSL.

GLENS FALLS, NY

FLOYD BENNETT MEMORIAL (GFL)

ORIG-A 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 12, 19, 30**, 300-1. DEPARTURE PROCEDURE: **Rwys 1, 12, 30**, climbing right turn to 2000 direct GANSE LOM before proceeding on course. **Rwy 19**, Climb to 2000 direct GANSE LOM before proceeding on course.

HAMILTON, NY

HAMILTON MUNI (VGC)

AMDT 2 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 600-3 w/ min. climb of 288' per NM to 2100 or 1300-2½ for climb in visual conditions. **Rwy 35**, 400-1 w/ min. climb of 364' per NM to 2300 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 2100 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course. **Rwy 35**, climb heading 350° to 2300 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course.

NOTE: **Rwy 17**, multiple trees beginning 37' from departure end of runway, 163' right of centerline, up to 100' AGL/1219' MSL. Railroad 94' from departure end of runway, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from departure end of runway, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from departure end of runway, 939' right of centerline, up to 100' AGL/1459' MSL. Multiple trees beginning 1.6 NM from departure end of runway, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from departure end of runway, 1078' right of centerline, up to 100' AGL/1679' MSL. **Rwy 35**, railroad 27' from departure end of runway, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from departure end of runway, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from departure end of runway, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from departure end of runway, 1630' right of centerline, up to 100' AGL/1439' MSL.

HAMMONTON, NJ

HAMMONTON MUNI (N81)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 034° to 600 before turning left.

NOTE: **Rwy 21**, trees 1572' from departure end of runway, 526' left of centerline, 100' AGL/163' MSL. Trees 3201' from departure end of runway, 911' right of centerline, 100' AGL/166' MSL.

HORNELL, NY

HORNELL MUNI (4G6)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 425' per NM to 2200 or 1500-3 for climb in visual conditions. **Rwy 36**, NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 165° to 2700 before proceeding on course or for climb in visual conditions cross Hornell Muni airport at or above 2600 MSL before proceeding on course.

NOTE: **Rwy 18**, trees 1260' from departure end of runway, 79' left of centerline, up to 96' AGL/1256' MSL.

HUDSON, NY

COLUMBIA COUNTY (1B1)

ORIG 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 025° to 1500 before turning. **Rwy 21**, climb heading 190° to 2100 before turning right.

NOTE: **Rwy 3**, vehicles beginning 393' from departure end of runway, 19' left of centerline, up to 17' AGL/226' MSL. Trees beginning 856' from departure end of runway, 587' right of centerline, up to 80' AGL/279' MSL. Trees beginning 3292' from departure end of runway, 574' left of centerline, up to 80' AGL/339' MSL. **Rwy 21**, fence 104' from departure end of runway, 372' left of centerline, up to 44' AGL/203' MSL. Trees beginning 400' from departure end of runway, 41' right of centerline, up to 80' AGL/280' MSL. Trees beginning 563' from departure end of runway, 61' left of centerline, 80' AGL/289' MSL.

ISLIP, NY

LONG ISLAND MACARTHUR (ISP)

AMDT 4 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33R**, 300-1 or std. with min. climb of 220' per NM to 400.

ITHACA, NY

ITHACA TOMPKINS RGNL (ITH)

AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, Std. w/ min. climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions. **Rwys 15, 33**, NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 14**, Climb heading 145° to 2400 before turning left or for climb in visual conditions cross Ithaca Tompkins Rgnl airport at or above 2400 before proceeding on course. **Rwy 32**, Climb heading 325° to 1600 before proceeding on course.

NOTE: **Rwy 14**, Trees beginning 570' from DER, 525' right of centerline, up to 100' AGL/1187' MSL. Tree 1833' from DER, 768' left of centerline, 60' AGL/1146' MSL. Pole 1953' from DER, 896' right of centerline, 70' AGL/1151' MSL. Trees, towers, and terrain beginning 2.1 NM from DER, 329' right of centerline, up to 100' AGL/1959' MSL. **Rwy 32**, rising terrain 171' from DER, 474' right of centerline, up to 1083' MSL. Trees beginning 1255' from DER, 158' right of centerline, up to 80' AGL/1170' MSL. Trees beginning 2756' from DER, 433' left of centerline, up to 90' AGL/1151' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

10266

JAMESTOWN, NY

CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

NOTE: **Rwy 7**, multiple trees beginning 495' from departure end of runway, 525' left of centerline, up to 30' AGL/1749' MSL. **Rwy 13**, rising terrain beginning 200' from departure end of runway, left and right of centerline, up to 1740' MSL. Multiple trees beginning 228' from departure end of runway, 232' left of centerline, up to 47' AGL/1795' MSL. Vent on building 527' from departure end of runway, 628' right of centerline, 38' AGL/1768' MSL. Vehicles on road, 737' from departure end of runway, 329' right of centerline, 15' AGL/1756' MSL. Vent on building 1003' from departure end of runway, 426' right of centerline, 38' AGL/1768' MSL. Obstacle light on building 1232' from departure end of runway, 309' right of centerline, 38' AGL/1768' MSL. Multiple trees beginning 831' from departure end of runway, 77' right of centerline, up to 90' AGL/1799' MSL. **Rwy 25**, antenna on building 424' from departure end of runway, 262' left of centerline, 14' AGL/1733' MSL. Tree 731' from departure end of runway, 652' left of centerline, 72' AGL/1761' MSL. **Rwy 31**, vehicles on road 0' from departure end of runway, 403' right of centerline, 15' AGL/1734' MSL. Rising terrain beginning abeam departure end of runway, left and right of centerline, up to 1749' MSL. Multiple trees beginning 404' from departure end of runway, 127' right of centerline, up to 62' AGL/1801' MSL. Multiple trees beginning 577' from departure end of runway, 630' left of centerline, up to 44' AGL/1793' MSL. Tree 3695' from departure end of runway, 728' left of departure end of runway, 35' AGL/1834' MSL. Tree 6082' from departure end of runway, 846' left of centerline, 100' AGL/1879' MSL.

JOHNSTOWN, NY

FULTON COUNTY (NYO)

AMDT 2 10266 (FAA)

NOTE: **Rwy 10**, trees beginning 83' from DER, 62' left of centerline, up to 57' AGL/936' MSL. Trees beginning 206' from DER, 176' right of centerline, up to 43' AGL/922' MSL. **Rwy 28**, trees beginning 310' from DER, 48' left of centerline, up to 72' AGL/921' MSL. Trees beginning 23' from DER, 54' right of centerline, up to 73' AGL/892' MSL.

KINGSTON, NY

KINGSTON-ULSTER (20N)

ORIG 96312 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1.
DEPARTURE PROCEDURE: **Rwy 15**, climb to 3000 via PWL R-316 to TRESA INT before proceeding on course. **Rwy 33**, climbing right turn to 3000 on heading 170° and PWL R-316 to TRESA INT before proceeding on course.

LAKE PLACID, NY

LAKE PLACID (LKP)

ORIG 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, NA-obstacles.
Rwy 32, std. with a min. climb of 420' per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 32**, climbing left turn to 5000 via heading 304° to intercept SLK R-180 to SLK VOR/DME before proceeding on course.

LAKEWOOD, NJ

LAKEWOOD (N12)

AMDT 1 99196 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6, 24**, 400-2 or std. with a min. climb of 330' per NM to 600.

LE ROY, NY

LE ROY (5G0)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, std. w/ min. climb of 302' per NM to 1400 or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 28**, for climb in visual conditions: Cross Le Roy airport at or above 1800 MSL before proceeding on course.

NOTE: **Rwy 10**, train on railroad tracks and trees beginning 37' from DER, 145' left of centerline, up to 100' AGL/859' MSL. Fence 326' from DER, on centerline, 11' AGL/781' MSL. Trees and vehicles beginning 365' from DER, 60' right of centerline, up to 100' AGL/879' MSL. **Rwy 28**, trees, vehicles, fence, AAO and terrain beginning 50' from DER, 96' left of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/1079' MSL.

LINCOLN PARK, NJ

LINCOLN PARK (N07)

ORIG 81078 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 900-2. **Rwy 19**, 300-1.
DEPARTURE PROCEDURE: **Rwy 1**, climb visually over airport to 1000 before proceeding on course. **Rwy 19**, climb runway heading to 1000 before proceeding on course.

LINDEN, NJ

LINDEN (LDJ)

AMDT 2 99084 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1.

LOCKPORT, NY

NORTH BUFFALO SUBURBAN (0G0)

ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

NOTE: **Rwy 10**, 46' AGL tree 353' from departure end of runway, 75' right of centerline. **Rwy 28**, 60' AGL tree 650' from departure end of runway, 350' right of centerline.

LUMBERTON, NJ

FLYING W (N14)

ORIG 86072 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 300-1.

MALONE, NY

MALONE-DUFORT (MAL)

AMDT 1 99084 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1 or std. with a min. climb of 220' per NM to 1100. **Rwy 23**, 500-1 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 5, 14, 23, 32**, aircraft departing V-282 northbound and V-98 northeastbound climb via heading 050° to 2500 before proceeding on course. All other directions climb to 2000 via heading 300° before proceeding on course.

10266

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

NE-2

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

MANVILLE, NJ

CENTRAL JERSEY RGNL (47N)

AMDT 3 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 069° to 800 before turning left.

NOTE: **Rwy 7**, multiple trees and a building beginning 29' from departure end of runway, 1266' left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238' from departure end of runway, 74' right of centerline, up to 94' AGL/154' MSL. **Rwy 25**, multiple trees beginning 183' from departure end of runway, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from departure end of runway, 181' left of centerline, up to 83' AGL/163' MSL.

MASSENA, NY

MASSENA INTL-RICHARDS FIELD (MSS)

AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 300-2½ or std. with a min. climb of 240' per NM to 800.

NOTE: **Rwy 5**, antenna on building 291' from DER, 267' right of centerline, 9' AGL/238' MSL. Obstruction light on localizer 347' from DER, on centerline, 7' AGL/241' MSL. Trees beginning 551' from DER, 514' left of centerline, up to 75' AGL/324' MSL. Trees beginning 825' from DER, 516' right of centerline, up to 56' AGL/292' MSL. **Rwy 9**, bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL. Trees beginning 784' from DER, 51' right of centerline, up to 73' AGL/312' MSL. **Rwy 23**, trees, buildings, and poles beginning 1002' from DER, 249' left of centerline, up to 76' AGL/257' MSL. Trees beginning 2233' from DER, 878' right of centerline, up to 60' AGL/277' MSL. Light on tower 2.1 NM from DER, 2453' right of centerline, 388' AGL/596' MSL. **Rwy 27**, trees beginning 341' from DER, 341' left of centerline, up to 81' AGL/292' MSL. Trees beginning 499' from DER, 289' right of centerline, up to 100' AGL/329' MSL.

MC GUIRE AFB (KWRI)

WRIGHTSTOWN, NJ ORIG, 09043

TAKE-OFF OBSTACLES: **Rwy 6**, Trees 1395' from DER, 853' right of centerline, 178' MSL. Trees 1863' from DER, 426' right of centerline, 155' MSL. Trees 1935' from DER, 885' right of centerline, 186' MSL. Trees 2405' from DER, 448' right of centerline, 168' MSL. Trees 2663' from DER, 1186' left of centerline, 169' MSL. Trees 2800' to 3400' from DER, 50' to 850' right of centerline, 179' MSL. Trees 3287' from DER, 341' left of centerline, 189' MSL. Trees 3400' to 3900' from DER, 700' to 1200' right of centerline, 188' MSL. **Rwy 24**, Trees 1980' from DER, 980' left of centerline, 199' MSL.

MIDDLETOWN, NY

RANDALL (06N)

AMDT 2 00279 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26**, 700-2 or std. with a min. climb of 260' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 26**, climb runway heading to 2400 before proceeding on course.

MILLBROOK, NY

SKY ACRES (44N)

AMDT 1 98337 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 900-1 or std. with a min. climb of 390' per NM to 1700. **Rwy 35**, 300-1 or std. with a min. climb of 250' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700, then climbing right turn to intercept IGN R-147, to IGN VOR/DME. Cross IGN VOR/DME at or above 3000. **Rwy 35**, climb runway heading to 1300, then climbing left turn to intercept IGN R-009 to IGN VOR/DME. Cross IGN VOR/DME at or above 3000.

MILLVILLE, NJ

MILLVILLE MUNI (MIV)

AMDT 2 06159 (FAA)

NOTE: **Rwy 10**, multiple trees beginning 14' from departure end of runway, 498' right of centerline, up to 49' AGL/134' MSL. **Rwy 14**, multiple trees beginning 20' from departure end of runway, 167' left and 139' right of centerline, up to 72' AGL/154' MSL. **Rwy 28**, multiple trees beginning 28' from departure end of runway, 144' left and 167' right of centerline, up to 80' AGL/154' MSL. **Rwy 32**, multiple trees beginning 34' from departure end of runway, 341' left and 273' right of centerline, up to 71' AGL/152' MSL.

MONTAUK, NY

MONTAUK (MTP)

AMDT 2 98281 (FAA)

DEPARTURE PROCEDURE: **Rwy 24**, climbing right turn to 3000 direct GON VOR/DME before proceeding on course.

NOTES: **Rwy 6**, 37' dune 200' from departure end of runway. **Rwy 24**, 35' powerline 40' from departure end of runway.

MONTGOMERY, NY

ORANGE COUNTY (MGJ)

AMDT 2 00279 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-2 or std. with a min. climb of 440' per NM to 900. **Rwy 8**, 300-1 or std. with a min. climb of 230' per NM to 600. **Rwy 21**, 500-1 or std. with a min. climb of 210' per NM to 800. **Rwy 26**, 400-1 or std. with a min. climb of 270' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 2100 before proceeding on course. **Rwys 8, 21, 26**, climb runway heading to 1000 before proceeding on course.

MONTICELLO, NY

SULLIVAN COUNTY INTL (MSV)

DEPARTURE PROCEDURE: **Rwy 33**, climb straight ahead to 2500 before departing on course.

MORRISTOWN, NJ

MORRISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2 or std. with a min. climb of 365' per NM to 700. **Rwy 31**, 500-2 or std. with a min. climb of 390' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 13, 23, 31**, use MORRISTOWN DEPARTURE.

NOTE: **Rwy 5**, cross departure end of runway at or above 25' AGL/209' MSL. **Rwy 13, 73** AGL tree, 1100' from departure end of runway, 600' right of centerline. Cross departure end of runway at or above 35' AGL/217' MSL. **Rwy 23**, 60' AGL tree, 500' from departure end of runway, 400' right of centerline. Cross departure end of runway at or above 35' AGL/218' MSL. **Rwy 31**, 50' AGL trees, 1500' from departure end of runway, 700' right of centerline. Cross departure end of runway at or above 35' AGL/222' MSL.

MOUNT HOLLY, NJ

SOUTH JERSEY RGNL (VAY)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26**, 300-2½ or std. w/ min. climb of 205' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 8**, trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL. Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/159' MSL. **Rwy 26**, building 522' from DER, 604' right of centerline, 30' AGL/89' MSL. Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL. Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL. Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL. Trees beginning 418' from DER, 408' left of centerline, up to 100' AGL/179' MSL. Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/348' MSL.

NEW YORK, NY

JOHN F. KENNEDY INTL (JFK)

AMDT 7 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13R**, 300-1½ or std. with a min. climb of 250' per NM to 300. **Rwy 31L**, standard with a min. climb of 210' per NM to 2000.

NOTE: **Rwy 4L**, taxiing aircraft 691' from departure end of runway, 390' left of centerline, 64' AGL/77' MSL. Tree 1824' from departure end of runway, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from departure end of runway, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from departure end of runway, 316' left of centerline, 10' AGL/22' MSL. **Rwy 4R**, multiple trees beginning 1294' from departure end of runway, 687' left of centerline, up to 63' AGL/76' MSL. Tree 524' from departure end of runway, 613' right of centerline, 20' AGL/33' MSL. **Rwy 13L**, electrical equipment 106' from departure end of runway, 416' left of centerline, 10' AGL/17' MSL. Obstruction light on glideslope antenna 1046' from departure end of runway, 141' left of centerline, 27' AGL/40' MSL. **Rwy 13R**, obstruction light on tank 1.12 NM from departure end of runway, 2116' right of centerline, 215' AGL/227' MSL. Obstruction light on fence 98' from departure end of runway, 6' right of centerline, 10' AGL/24' MSL. Tower 4690' from departure end of runway, 1386' right of centerline, 127' AGL/140' MSL. **Rwy 31L**, tree 2076' from departure end of runway, 436' left of centerline, 79' AGL/91' MSL. Bush 257' from departure end of runway, 530' left of centerline, 13' AGL/25' MSL. **Rwy 31R**, tree 752' from departure end of runway, 654' left of centerline, 39' AGL/52' MSL. Tree 561' from departure end of runway, 646' right of centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from departure end of runway, 336' left of centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from departure end of runway, 501' left of centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from departure end of runway, 15' left of centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from departure end of runway, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from departure end of runway, 8' right of centerline, 5' AGL/18' MSL. Fence 410' from departure end of runway, 352' right of centerline, 10' AGL/23' MSL.

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NEW YORK, NY (CON'T)

LA GUARDIA (LGA)

AMDT 8 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. with a min. climb of 230' per NM to 600. **Rwy 13**, 400-2½ or std. with a min. climb of 280' per NM to 500. **Rwy 22**, 300-2½ or std. w/ min. climb of 210' per NM to 400.

Rwy 31, 300-1½ or std. with a min. climb of 260' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 800 before proceeding westbound. **Rwy 13**, climb heading 134° to 700 before proceeding westbound. **Rwy 22**, climb heading 224° to 2100 before proceeding westbound. **Rwy 31**, climb heading 314° to 1400 before proceeding westbound.

NOTE: **Rwy 4**, bridge 2.1 NM from departure end of runway, 3754' right of centerline, 345' AGL/384' MSL. Bush and terrain beginning 99' from departure end of runway, 114' left of centerline, up to 16' AGL/33' MSL. **Rwy 13**, multiple buildings beginning 1.9 NM from departure end of runway, 741' right of centerline, up to 280' AGL/345' MSL. Multiple buildings, stacks, bush, and fence lights beginning 98' from departure end of runway, 168' left of centerline, up to 211' AGL/271' MSL. Localizer 392' from departure end of runway, on centerline, 10' AGL/19' MSL. **Rwy 22**, multiple trees, buildings, and blast fence beginning 109' from departure end of runway, 138' right of centerline, up to 222' AGL/302' MSL. Multiple trees and buildings beginning 165' from departure end of runway, 150' left of centerline, up to 72' AGL/102' MSL. **Rwy 31**, stack 1.3 NM from departure end of runway, left of centerline, 250' AGL/268' MSL.

NEWARK, NJ

NEWARK LIBERTY INTL (EWR)

AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L**, std. w/ min. climb of 383' per NM to 2500. **Rwy 4R**, std. w/ min. climb of 375' per NM to 2500. **Rwy 11**, std. w/ min. climb of 361' per NM to 2500. **Rwy 22L**, std. w/ min. climb of 337' per NM to 2500. **Rwy 22R**, std. w/ min. climb of 331' per NM to 2500. **Rwy 29**, 400-2 or std. w/ min. climb of 444' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4R**, climb heading 039° to 500 before turning right. **Rwy 22L**, climb heading 219° to 500 before turning left. **Rwy 29**, climb heading 288° to 800 before turning Eastbound.

NOTE: **Rwy 4L**, tower, light, and multiple trees beginning 211' from DER, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from DER, 418' right of centerline, up to 121' AGL/131' MSL. **Rwy 4R**, DME antenna, tree, and multiple towers beginning 530' from DER, 477' left of centerline, up to 61' AGL/82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from DER, 153' right of centerline, up to 121' AGL/131' MSL. **Rwy 11**, pole, tree, and multiple signs beginning 6' from DER, 158' right of centerline, up to 31' AGL/50' MSL. Sign, tree, road, fence, building, and multiple poles beginning 82' from DER, 2' left of centerline, up to 49' AGL/68' MSL. **Rwy 22L**, pole 8' from DER, 261' left of centerline, 7' AGL/16' MSL. **Rwy 22R**, light and multiple trees beginning 1829' from DER, 307' right of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from DER, 1872' left of centerline, 200' AGL/227' MSL. **Rwy 29**, multiple poles, trees, signs and buildings beginning 209' from DER, 242' left of centerline, up to 110' AGL/120' MSL. Tree multiple signs and poles beginning 689' from DER, 66' right of centerline, up to 273' AGL/358' MSL. Building 6029' from DER, 1624' right of centerline, 273' AGL/357' MSL. Building 1.5 NM from DER, 2071' right of centerline, 202' AGL/328' MSL.

NEWBURGH, NY

STEWART INTL (SWF)

AMDT 5 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/min. climb of 255' per NM to 2000 or 1500-2½ for climb in visual conditions. **Rwy 27**, 300-1 or std. w/min. of 366' per NM to 800. **Rwy 34**, 300-1½ or std. w/min. climb of 503' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 092° to 2100 before turning south. **Rwy 16**, climb heading 163° to 2000 before proceeding on course or for climb in visual conditions cross Stewart Intl airport at or above 1800 before proceeding on course. **Rwy 27**, climb heading 272° to 1200 before turning south.

NOTE: **Rwy 9**, trees beginning 730' from departure end of runway, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from departure end of runway, 193' left of centerline, up to 43' AGL/483' MSL. **Rwy 16**, trees 785' from departure end of runway, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from departure end of runway, 563' right of centerline, up to 112' AGL/492' MSL. **Rwy 27**, trees beginning 685' from departure end of runway, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from departure end of runway, 528' left of centerline, 19' AGL/529' MSL. Middle marker 701' from departure end of runway, on runway centerline, 5' AGL/515' MSL. **Rwy 34**, trees beginning 608' from departure end of runway, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and trees beginning 77' from departure end of runway, 71' right of centerline, up to 92' AGL/612' MSL.

NIAGARA FALLS, NY

NIAGARA FALLS INTL (IAG)

TAKE-OFF MINIMUMS: **Rwys 10L, 10R, 24**, 300-1 or std. with a min. climb of 300' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 060° to 1200 before proceeding on course. **Rwys 10L, 10R, 24** climb runway heading to 1700 before proceeding on course. **Rwys 28L, 28R**, climb heading 280° to 1200 before proceeding on course.

NOTE: **Rwy 6**, tree 1737' from departure end of runway, 308' left of centerline, 60' AGL/647' MSL. **Rwy 28L**, trees beginning 1668' from departure end of runway, 244' right of centerline, up to 74' AGL/654' MSL. Trees beginning 1337' from departure end of runway, 62' left of centerline, up to 63' AGL/646' MSL. Bush 625' from departure end of runway, 172' right of centerline, 26' AGL/611' MSL. **Rwy 28R**, trees beginning 866' from departure end of runway, 105' right of centerline, up to 100' AGL/690' MSL. Trees beginning 837' from departure end of runway, 321' left of centerline, up to 87' AGL/667' MSL.

NORWICH, NY

LT. WARREN EATON (OIC)

AMDT 2 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 700-2 or std. with a min. climb of 400' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 2500 before proceeding on course.

OGDENSBURG, NY

OGDENSBURG INTL (OGS)

AMDT 1 09351 (FAA)

NOTE: **Rwy 9**, bushes beginning 72' from DER, 321' right of centerline, up to 18' AGL/317' MSL. Trees beginning 780' from DER, 254' right of centerline, up to 72' AGL/376' MSL. Trees beginning 1177' from DER, 59' left of centerline, up to 59' AGL/383' MSL. **Rwy 27**, sign 6' from DER, 394' left of centerline, 4' AGL/288' MSL. Terrain 55' from DER, 313' right of centerline, 288' MSL. Obstruction light pole 376' from DER, 370' left of centerline, 22' AGL/311' MSL. Hanger 504' from DER, 545' left of centerline, 28' AGL/317' MSL. Antenna on hanger 510' from DER, 489' left of centerline, 37' AGL/326' MSL. Obstruction light on airport beacon 584' from DER, 474' left of centerline, 40' AGL/329' MSL. Trees beginning 896' from DER, 251' left of centerline, up to 52' AGL/353' MSL. Trees beginning 997' from DER, 252' right of centerline, up to 52' AGL/371' MSL.

OLD BRIDGE, NJ

OLD BRIDGE (3N6)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-2½ or std. w/min. climb of 223' per NM to 400.

NOTE: **Rwy 6**, trees beginning 49' from DER, 4' left and right of centerline, up to 100' AGL/199' MSL. **Rwy 24**, trees beginning 47' from DER, 46' left and right of centerline, up to 100' AGL/299' MSL.

OLEAN, NY

CATTARAUGUS COUNTY-OLEAN (OLE)

AMDT 2 97198 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1 or std. with a min. climb of 340' per NM until passing 2500. **Rwy 34**, 300-1 or std. with a min. climb of 300' per NM until passing 2500.

ONEONTA, NY

ONEONTA MUNI (N66)

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 300-1.

PEDRICKTOWN, NJ

SPITFIRE AERODROME (7N7)

ORIG 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, NA-obstacles.

PENN YAN, NY

PENN YAN (PEO)

AMDT 3 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 500-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 19**, 600-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 28**, 600-2, or std. with a min. climb of 320' per NM to 1700.

NOTE: **Rwy 10**, 40' AGL trees at departure end of runway, 96' right of centerline.

PITTSBURY, NJ

ALEXANDRIA (N85)

AMDT 1 92175 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with 400' per NM to 900. **Rwy 13**, 300-1 or std. with 460' per NM to 700. **Rwy 31**, 600-1 or std. with 340' per NM to 1200.

SKY MANOR (N40)

AMDT 1 88322 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1.

PLATTSBURGH, NY

PLATTSBURGH INTL (PBG)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 172° to 2500 before turning on course. **Rwy 35**, climb heading 352° to 2800 before turning on course.

NOTE: **Rwy 17**, tree 1844' from departure end of runway, 966' right of centerline, 87' AGL/237' MSL. Tree 2289' from departure end of runway, 937' left of centerline, 75' AGL/222' MSL. **Rwy 35**, numerous trees beginning 1602' from departure end of runway, 501' left of centerline, up to 63' AGL/293' MSL. Tree, 2270' from departure end of runway, 944' left of centerline, 104' AGL/334' MSL. Tree 2035' from departure end of runway, 1014' right of centerline, 107' AGL/307' MSL.

POTSDAM, NY

POTSDAM MUNI/DAMON FLD (PTD)

ORIG 09295 (FAA)

NOTE: **Rwy 6**, trees beginning 229' from DER, 122' right of centerline, up to 100' AGL/569' MSL. Trees beginning 926' from DER, 322' left of centerline, up to 100' AGL/579' MSL. **Rwy 24**, trees beginning 776' from DER, 370' right of centerline, up to 100' AGL/559' MSL. Building 549' from DER, 395' left of centerline, 40' AGL/509' MSL. Tree 846' from DER, 471' left of centerline, 100' AGL/559' MSL.

POUGHKEEPSIE, NY

DUTCHESS COUNTY (POU)

AMDT 1 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 500-1. **Rwys 15, 33**, 400-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb direct IGN VOR/DME, then via IGN R-070 to 2000 before proceeding on course. **Rwy 15**, climb to 600 then climbing left turn to 1000 direct IGN VOR/DME before proceeding on course. **Rwy 24**, climb to 2000 via IGN R-250 before proceeding on course. **Rwy 33**, climb to 600 then climbing right turn to 1000 direct IGN VOR/DME before proceeding on course.

PRINCETON (ROCKY HILL), NJ

PRINCETON (39N)

AMDT 2 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 340' per NM to 600.

NOTE: **Rwy 10**, multiple terrain beginning 61' from departure end of runway, 7' left of centerline, 0' AGL/168' MSL. Tank 1462' from departure end of runway, 699' left of centerline, 130' AGL/270' MSL. Tower 1.5 NM from departure end of runway, 1013' left of centerline, 175' AGL/460' MSL. Road 400' from departure end of runway, on centerline, 17' AGL/184' MSL. **Rwy 28**, tree 565' from departure end of runway, 634' left of centerline, up to 100' AGL/219' MSL. Terrain 154' from departure end of runway, 253' left of centerline, 0' AGL/128' MSL. Terrain 390' from departure end of runway, 554' left of centerline, 0' AGL/132' MSL.

READINGTON, NJ

SOLBERG-HUNTERDON (N51)

AMDT 1 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/ min. climb of 405' per NM to 1400 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31**, for climb in visual conditions; cross Solberg-Hunterdon airport at or above 1300 before proceeding on course.

NOTE: **Rwy 4**, tree 907' from DER, 712' left of centerline, 100' AGL/279' MSL. Trees beginning 431' from DER, 82' right of centerline, up to 100' AGL/279' MSL. **Rwy 13**, tree 47' from DER, 453' left of centerline, 100' AGL/279' MSL. Tree 88' from DER, 178' right of centerline, 100' AGL/279' MSL. **Rwy 22**, tree 185' from DER, 350' left of centerline, 100' AGL/299' MSL. Trees beginning 103' from DER, 95' right of centerline, up to 100' AGL/299' MSL. **Rwy 31**, trees beginning 372' from DER, 40' left of centerline, up to 100' AGL/378' MSL. Tree 257' from DER, 441' right of centerline, 100' AGL/299' MSL.

RED HOOK, NY

SKY PARK (46N)

ORIG 94146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1. **Rwy 19**, 400-2 or std. with a min. climb of 240' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 3000 before proceeding on course.

ROBBINSVILLE, NJ

TRENTON-ROBBINSVILLE (N87)

AMDT 1 92009 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 800 before turning right.

ROCHESTER, NY

GREATER ROCHESTER INTL (ROC)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. w/ min. climb of 206' per NM to 900. **Rwy 10**, std. w/ min. climb of 230' per NM to 900 or 1000-2½ for climb in visual conditions. **Rwy 22**, 400-2½ or std. w/ min. climb of 241' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 042° to 1200 before proceeding on course. **Rwy 10**, for climb in visual conditions: cross Greater Rochester Intl airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 4**, tower 1806' from departure end of runway, 816' right of centerline, 60' AGL/611' MSL. Tree 2081' from departure end of runway, 531' left of centerline, 53' AGL/612' MSL. **Rwy 7**, multiple trees beginning 2732' from departure end of runway, 426' left of centerline, 78' AGL/622' MSL. Flag pole on dome 1.4 NM from departure end of runway, 1139' right of centerline, 213' AGL/757' MSL. **Rwy 10**, flag pole on dome 1.2 NM from departure end of runway, 1546' left of centerline, 213' AGL/757' MSL. Multiple trees 741' from departure end of runway, 355' left of centerline, 83' AGL/617' MSL. Fence 313' from departure end of runway, 407' left of centerline, 18' AGL/552' MSL. **Rwy 22**, obstruction light on tower 2.2 NM from departure end of runway, 3550' right of centerline, 412' AGL/935' MSL. Tree 3,026' from departure end of runway, 935' left of centerline, 102' AGL/621' MSL. Tree 1997' from departure end of runway, 832' right of centerline, 68' AGL/587' MSL. **Rwy 25**, tower and multiple poles beginning 1523' from departure end of runway, 330' left of centerline, 85' AGL/617' MSL. **Rwy 28**, railroad 627' from departure end of runway, 539' right of centerline, 23' AGL/574' MSL. Multiple trees beginning 1188' from departure end of runway, 112' right of centerline, 88' AGL/632' MSL. Multiple trees and towers beginning 1540' from departure end of runway, 148' left of centerline, 87' AGL/626' MSL.

ROME, NY

GRIFFISS INTL (RME)

AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 147° to 1000 before turning left. **Rwy 33**, climb heading 327° to 1400 before turning right.

NOTE: **Rwy 15**, trees beginning 2306' from DER, 405' left of centerline, up to 92' AGL/590' MSL.

SARANAC LAKE, NY

ADIRONDACK RGNL (SLK)

AMDT 6 84061 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 800-1 or std. with a min. climb of 230' per NM to 2500. **Rwy 9**, 600-2. **Rwy 23**, 600-1 or std. with a min. climb of 240' per NM to 2300.

DEPARTURE PROCEDURE: **Rwys 5, 9**, climb to 2500 via SLK R-080, then climbing left turn direct SLK VOR so as to cross SLK VOR at 3000 or above before proceeding on course. **Rwy 23**, climbing right turn to 4000 via heading 250° before proceeding on course.

Rwy 27, climb runway heading to 2300 before proceeding on course.

SARATOGA SPRINGS, NY

SARATOGA COUNTY (5B2)

AMDT 3A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2½ or std. w/ min climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 025° to 1300 before proceeding on course.

Rwy 14, climb heading 143° to 1000 before proceeding on course. **Rwy 23**, climb heading 233° to 1000 before proceeding on course. **Rwy 32**, climbing left turn to 2200 heading 230° before proceeding on course.

NOTE: **Rwy 5**, trees beginning 799' from DER, 50' left of centerline up to 84' AGL/503' MSL. Trees beginning 849' from DER, 133' right of centerline, up to 87' AGL/507' MSL. **Rwy 14**, trees beginning 427' from DER, 161' right of centerline up to 100' AGL/529' MSL. Trees beginning 516' from DER, 550' left of centerline up to 100' AGL/529' MSL.

Rwy 23, trees beginning 196' from DER, 13' right of centerline up to 110' AGL/544' MSL. Trees beginning 843' from DER, 34' left of centerline up to 96' AGL/530' MSL. **Rwy 32**, trees beginning 8497' from DER, 579' right of centerline up to 100' AGL/809' MSL.

SCHENECTADY, NY

SCHENECTADY COUNTY (SCH)

AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 600. **Rwy 28**, 1200-2 or std. with a min. climb of 240' per NM to 2000.

NOTE: **Rwy 4**, 459' trees 80' from departure end of runway, 470' left of centerline.

SENECA FALLS, NY

FINGER LAKES RGNL (0G7)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-2 or std. w/ min. climb of 275' per NM to 1000.

NOTE: **Rwy 1**, trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/756' MSL. Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL. **Rwy 19**, trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL. Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.

SHIRLEY, NY

BROOKHAVEN (HWV)

ORIG 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA-Noise abatement.

NOTE: **Rwy 15**, trees beginning 173' from departure end of runway, 376' right of centerline, up to 60' AGL/124' MSL. Trees beginning 40' from departure end of runway, 281' left of centerline, up to 60' AGL/124' MSL. **Rwy 24**, trees beginning 199' from departure end of runway, 497' left of centerline, up to 60' AGL/148' MSL. Trees beginning 604' from departure end of runway, 597' right of centerline, up to 60' AGL/133' MSL.



SIDNEY, NY

SIDNEY MUNI (N23)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, std. with a min. climb of 328' per NM to 2500 or 1600-3 for climb in visual conditions. **Rwy 25**, 700-1.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 071° to 2500 before proceeding on course, for climb in visual conditions: Cross Sidney Muni airport at or above 2500 MSL before proceeding on course. **Rwy 25**, climb heading 251° to 2000 before proceeding on course.

NOTE: **Rwy 7**, trees and vehicle on road beginning 379' from DER, 22' left of centerline, up to 200' AGL/2039' MSL. Trees and terrain beginning 1844' from DER, 17' right of centerline, up to 100' AGL/1779' MSL. **Rwy 25**, trees beginning 867' from DER, 45' left of centerline, up to 100' AGL/1679' MSL. Trees and vehicle on road beginning 57' from DER, 82' right of centerline, up to 100' AGL/1539' MSL.

SKANEATELES, NY

SKANEATELES AERO DROME (6B9)

ORIG 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

SOMERVILLE, NJ

SOMERSET (SMQ)

AMDT 3 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35**, NA-Environmental. **Rwy 12**, std. w/min. climb of 400' per NM to 1000 or 700-3 w/min. climb of 285' per NM to 1400, or 1100-2½ for climb in visual conditions. **Rwy 30**, std. w/min. climb of 500' per NM to 600 or 300-2 or min. climb of 205' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 122° to 1000 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course. **Rwy 30**, climb heading 302° to 1300 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course.

NOTE: **Rwy 12**, trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/219' MSL. Trees beginning 600' from departure end of runway, left to right of centerline, up to 100' AGL/219' MSL. Trees beginning 3188' from departure end of runway, left to right of centerline, up to 100' AGL/279' MSL. **Rwy 30**, trees beginning at departure end of runway, 85' right of centerline, up to 100' AGL/199' MSL. Trees beginning at departure end of runway, 110' left of centerline, up to 99' AGL/199' MSL. Trees beginning 1451' from departure end of runway, left to right of centerline, up to 100' AGL/199' MSL. Trees beginning 2748' from departure end of runway, 1147' left of centerline, up to 100' AGL/259' MSL.

SOUTH BETHLEHEM, NY

SOUTH ALBANY (4B0)

ORIG 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1½ or std. w/min. climb of 290' per NM to 600. **Rwy 19**, std. w/min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 008° to 2000 before proceeding on course. **Rwy 19**, climb via heading 188° to 2000 or for climb in visual conditions; cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on course.

NOTE: **Rwy 1**, vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSL. Vehicles on road 17' from DER, 467' left of centerline, 15' AGL/224' MSL. Trees 523' from DER, 425' right of centerline, up to 100' AGL/299' MSL. Stacks 1.3 NM from DER, 1522' right of centerline, 195' AGL/435' MSL. **Rwy 19**, trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

STORMVILLE, NY

STORMVILLE (N69)

ORIG 86072 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 1200-1. **Rwy 24**, 300-1. DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000. **Rwy 24**, climbing right turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000.

SUSSEX, NJ

SUSSEX (FWN)

AMDT 2 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 700-1. **Rwy 21**, 500-1. DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200, then climbing right turn to 3000 direct SAX VORTAC, then climb on course. **Rwy 21**, climb runway heading to 1500, then climb on course.

SYRACUSE, NY

SYRACUSE HANCOCK INTL (SYR)

AMDT 7 98001 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1500 before turning southbound. **Rwy 15**, climb runway heading to 2800 before turning southbound. **Rwy 28**, climb runway heading to 1100 before turning southbound. **Rwy 33**, climb runway heading to 1000 before turning southbound.



TETERBORO, NJ

TETERBORO (TEB)
AMDT 6 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/ min. climb of 294' per NM to 500. **Rwy 6**, 300-1½ or std. w/ min. climb of 263' per NM to 400. **Rwy 19**, 600-2¼ or std. w/ min. climb of 352' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 1, 6**, climb heading 040° to 900 before proceeding on course. **Rwy 19**, climb heading 195° to 900 then climbing right turn via BWZ VORTAC R-104 to 2000 before proceeding on course. **Rwy 24**, climb heading 240° to 1100 before proceeding on course.

NOTE: **Rwy 1**, vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL. Antenna 5900' from DER, 1519' left of centerline, 155' AGL/224' MSL. Building 1.8 NM from DER, 787' right of centerline, 249' AGL/314' MSL. **Rwy 6**, sign, poles, buildings, and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL. Building, poles, and trees beginning 335' from DER, 101' right of centerline, up to 92' AGL/101' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL. **Rwy 19**, vent on building and trees beginning 215' from DER, 1' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL. **Rwy 24**, sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

TICONDEROGA, NY

TICONDEROGA MUNI (4B6)
ORIG 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 800-2 or std. with a min. climb of 330' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 3800 before proceeding on course.

Rwy 20, climbing left turn to 2400 via heading 165° before proceeding on course.

TOMS RIVER, NJ

ROBERT J. MILLER AIR PARK (MJX)
ORIG 07270 (FAA)

NOTE: **Rwy 6**, trees beginning 116' from departure end of runway, 2' left of centerline, up to 52' AGL/121' MSL. Trees beginning 333' from departure end of runway, 163' right of centerline, up to 60' AGL/169' MSL. **Rwy 24**, tree 1338' from departure end of runway, 730' right of centerline, 31' AGL/120' MSL.

TRENTON, NJ

TRENTON MERCER (TTN)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 750 before turning east. **Rwy 24**, climb runway heading to 400 before turning.

VINCENNTOWN, NJ

RED LION (N73)
AMDT 1 09071 (FAA)

NOTE: **Rwy 5**, trees 1095' from DER, 90' left of centerline, 100' AGL/149' MSL. Trees 1816' from DER, 864' right of centerline, 100' AGL/159' MSL. Trees 2242' from DER, 41' right of centerline, 100' AGL/159' MSL. **Rwy 23**, trees 24' from DER, 373' right of centerline, 100' AGL/150' MSL. Trees 178' from DER, 185' right of centerline, 100' AGL/159' MSL. Trees 85' from DER, 139' right of centerline, 100' AGL/150' MSL.

VINELAND, NJ

KROELINGER (29N)
AMDT 1 94062 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

WATERTOWN, NY

WATERTOWN INTL (ART)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/ min. climb of 229' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 090° to 800 before turning right.

NOTE: **Rwy 7**, vehicle on road and trees beginning 538' from departure end of runway, 407' left of centerline, up to 61' AGL/380' MSL. Trees 1366' from departure end of runway, 32' left of centerline, 46' AGL/375' MSL. Trees beginning 785' from departure end of runway, 494' right of centerline, up to 57' AGL/386' MSL. Trees beginning 1787' from departure end of runway, 98' right of centerline, up to 70' AGL/399' MSL. **Rwy 10**, bushes and trees beginning 127' from departure end of runway, 124' right of centerline, up to 46' AGL/388' MSL. Trees 7050' from departure end of runway, 1750' right of centerline, 70' AGL/529' MSL. **Rwy 28**, trees beginning 784' from departure end of runway, 124' left of centerline, up to 61' AGL/360' MSL. Trees beginning 920' from departure end of runway, 220' right of centerline, up to 87' AGL/386' MSL.

WEEDSPORT, NY

WHITFORDS (B16)
ORIG 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 10, 19, 28**, 300-1.

WELLSVILLE, NY

WELLSVILLE MUNI AIRPORT,
TARANTINE FIELD (ELZ)

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 2500 before proceeding on course.

WEST MILFORD, NJ

GREENWOOD LAKE (4N1)

TAKE-OFF MINIMUMS: **Rwy 24**, 400-2 or std. with a min. climb of 280' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 1400 before proceeding on course.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI (FOK)

AMDT 1 85157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 220' per NM to 300.

WHEELER-SACK AAF (KGTB)

FORT DRUM, NY AMDT 5, 09239

Rwy 15, Standard with minimum climb of 250 ft/NM to 3100.

Rwy 21, Standard with minimum climb of 250 ft/NM to 3100.

DEPARTURE PROCEDURE: **Rwy 26**, Climb hdg 263° to 1400 before turning left.

TAKE-OFF OBSTACLES: **Rwy 3**: Trees 100' AGL/ 759' MSL, 2467' from DER, 896' left of centerline.

Rwy 8: Trees 62' AGL/747' MSL, 441' from DER, 524' right of centerline. Trees 62' AGL/747' MSL, 1887' from DER, 125' right of centerline. Fenceline 11' AGL/696' MSL, 314' from DER, 367' right of centerline. **Rwy 15**: Trees 60' AGL/747' MSL, 1402' from DER, 535' left of centerline. **Rwy 26**: Trees 42' AGL/717' MSL, 1293' from DER, 614' right of centerline. Trees 13' AGL/688' MSL, 186' from DER, 463' right of centerline. **Rwy 33**: Trees 47' AGL/710' MSL, 1224' from DER, 609' right of centerline.

WHITE PLAINS, NY

WESTCHESTER COUNTY (HPN)

AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 200-1½ or std. w/ min. climb of 230' per NM to 700, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11**, trees beginning 170' from departure end of runway, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from departure end of runway, 248' left of centerline, 0' AGL/392' MSL. **Rwy 16**, windsock and trees beginning 309' from departure end of runway, 187' left of centerline, up to 101' AGL/ 510' MSL. Trees beginning 1005' from departure end of runway, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from departure end of runway, 604' left of centerline, up to 105' AGL/510' MSL. Terrain 273' from departure end of runway, 515' left of centerline, 0' AGL/387' MSL. **Rwy 34**, windsock 167' from departure end of runway, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from departure end of runway, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from departure end of runway, 751' right of centerline, up to 104' AGL/504' MSL. Obstruction light on DME 605' from departure end of runway, 263' right of centerline, 20' AGL/454' MSL. **Rwy 29**, trees beginning 6' from departure end of runway, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from departure end of runway, 228' left of centerline, up to 108' AGL/ 488' MSL. Tank 1.19 NM from departure end of runway, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from departure end of runway, 485' right of centerline, 23' AGL/417' MSL.

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**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

10266

WILDWOOD, NJ

CAPE MAY COUNTY (WWD)

AMDT 3 06215 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. w/ a min. climb of 260' per NM to 500.DEPARTURE PROCEDURE: **Rwy 19**, climb heading 190° to 700 before turning left.NOTE: **Rwy 1**, multiple trees beginning 212' from departure end of runway, 187' left of centerline, up to 72' AGL/86' MSL. Multiple trees beginning 169' from departure end of runway, 314' right of centerline, up to 42' AGL/59' MSL. Road 197' from departure end of runway 240' right of centerline, 15' AGL/30' MSL. Road 265' from departure end of runway, on runway centerline, 15' AGL/29' MSL.**Rwy 10**, multiple trees beginning 42' from departure end of runway, 262' left of centerline, up to 60' AGL/77' MSL. Multiple trees beginning 1004' from departure end of runway, 441' left of centerline, up to 77' AGL/94' MSL. Tower 1.52 NM from departure end of runway, 643' left of centerline, 309' AGL/84' MSL.**Rwy 19**, multiple trees beginning 669' from departure end of runway, 397' left of centerline, up to 73' AGL/90' MSL. Multiple trees beginning 1010' from departure end of runway, 46' right of centerline, up to 62' AGL/90' MSL. Fence 80' from departure end of runway, 507' right of centerline, 18' AGL/30' MSL. **Rwy 28**, multiple trees beginning 74' from departure end of runway, 460' left of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 1235' from departure end of runway, 496' right of centerline, up to 74' AGL/88' MSL.**WILLIAMSON/SODUS, NY**

WILLIAMSON-SODUS (SDC)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. w/ min. climb of 427' per NM to 700.NOTE: **Rwy 10**, trees beginning 26' from departure end of runway, 296' right of centerline, up to 76' AGL/625' MSL. Trees beginning 257' from departure end of runway, 310' left of centerline, up to 56' AGL/655' MSL. Vehicles on roadway, 339' from departure end of runway, 377' right of centerline, 15' AGL/451' MSL. Pole 360' from departure end of runway, 122' left of centerline, 29' AGL/448' MSL. Pole 362' from departure end of runway, 85' right of centerline, 31' AGL/450' MSL. Silo 409' from departure end of runway, 466' left of centerline, 40' AGL/459' MSL. Antenna 1.5 NM from departure end of runway, 662' left of centerline, 100' AGL/659' MSL. Antenna 1.6 NM from departure end of runway, 400' left of centerline, 106' AGL/715' MSL.**Rwy 28**, trees beginning abeam departure end of runway, 188' left of centerline, up to 110' AGL/549' MSL. Trees beginning 72' from departure end of runway, 266' right of centerline, up to 93' AGL/522' MSL. Building 204' from departure end of runway, 271' right of centerline, 12' AGL/441' MSL. Fence 312' from departure end of runway, 59' left of centerline, 6' AGL/435' MSL. Pole 338' from departure end of runway, 271' left of centerline, 32' AGL/461' MSL. Vehicles on roadway 357' from departure end of runway, 382' left of centerline, 15' AGL/460' MSL. Building 497' from departure end of runway, 339' left of centerline, 21' AGL/450' MSL.**WOODBINE, NJ**

WOODBINE MUNI (OBI)

AMDT 2 09239 (FAA)

NOTE: **Rwy 1**, trees beginning 182' from DER, 284' left of centerline up to 100' AGL/134' MSL. Trees beginning 38' from DER, 290' right of centerline up to 100' AGL/144' MSL. Train 387' from DER, 596' left of centerline up to 23' AGL/57' MSL. **Rwy 13**, trees beginning 4' from DER, 277' left of centerline up to 100' AGL/134' MSL. Trees beginning 2395' from DER, 865' right of centerline up to 100' AGL/134' MSL. **Rwy 19**, trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL. Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL. **Rwy 31**, trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL. Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL. Railroad 900' from DER left to right 23' AGL/63' MSL.**WURTSBORO, NY**

WURTSBORO-SULLIVAN COUNTY (N82)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,9,14,18,27,32,36**, NA-obstacles. **Rwy 23**, std. with a min. climb of 388' per NM to 2100.DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 228° to 2100 before proceeding on course.NOTE: **Rwy 23**, numerous trees 6594' from departure end of runway, 2150' right of centerline, 100' AGL/793' MSL to 100' AGL/957' MSL.

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**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

NE-2

ADIRONDACK RGNL (See SARANAC LAKE)

AIRHAVEN (See STAATSBURG)

AIRLANE ENTERPRISES (See CLAY)

AIRTREK (See WATERLOO)

AKRON (9G3) 1 E UTC-5(-4DT) N43°01.25' W78°28.97'

840 B S4 **FUEL** 100LL TPA-1840(1000) NOTAM FILE BUF

RWY 07-25: H3268X75 (ASPH) S-8 MIRL 0.3% up NE

RWY 07: PAPI(P2L)—GA 4.0° TCH 56'. Road.

RWY 25: REIL. PAPI(P2R)—GA 4.0° TCH 56'. Road.

RWY 11-29: 1955X50 (TURF)

RWY 11: Trees.

RWY 29: Trees.

AIRPORT REMARKS: Attended 1300Z†-sunset. Rwy 11-29 CLOSED indef. Deer and turkey invof arpt. Arpt manager recommends Rwy 11-29 be used for lds only. Parallel twy lighted and 35' wide. ACTIVATE MIRL Rwy 07-25, PAPI Rws 07 and 25 and REIL Rwy 25—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.725

Ⓡ **BUFFALO APP DEP/CON** 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

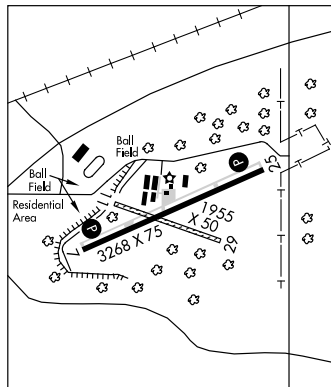
BUFFALO (H) VOR/DME 116.4 BUF Chan 111 N42°55.74' W78°38.78' 061° 9.1 NM to fld. 730/08W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

DETROIT

L-31E

IAP



APP CRS 071°	Rwy Idg 3268 TDZE 839 Apt Elev 840
------------------------	---

RNAV (GPS) RWY 7

AKRON (9G3)

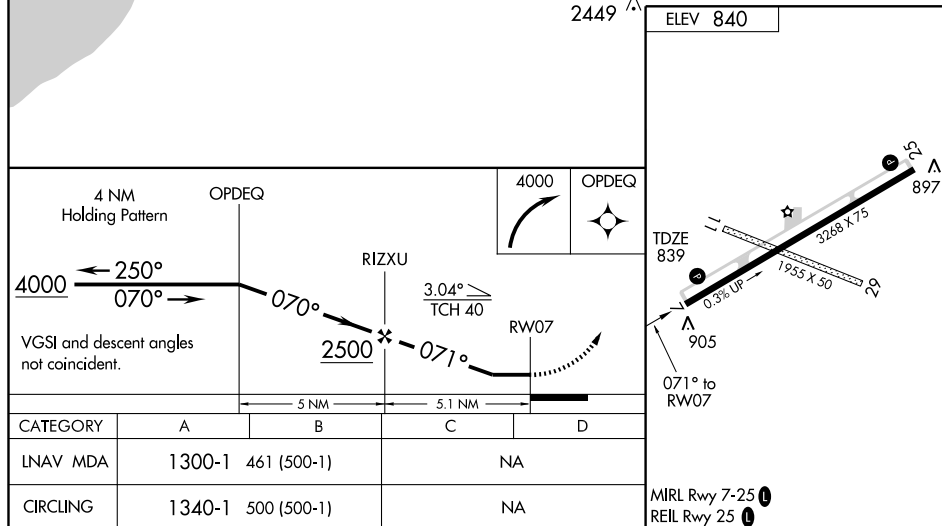
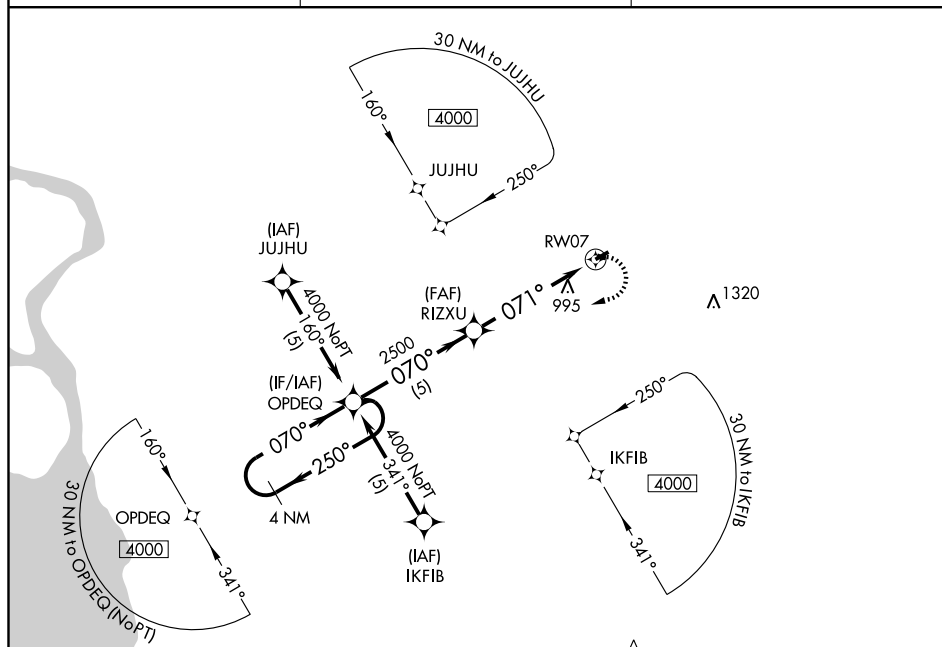
NA DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA.
 Use Buffalo altimeter setting.

MISSED APPROACH: Climbing right turn to 4000
 direct OPDEQ and hold, continue climb-in-hold to 4000.

BUFFALO ASOS
135.35

BUFFALO APP CON
126.15 263.125

UNICOM
122.725 (CTAF) 1



APP CRS 251°	Rwy Idg 3268 TDZE 840 Apt Elev 840
------------------------	---

RNAV (GPS) RWY 25

AKRON (9G3)

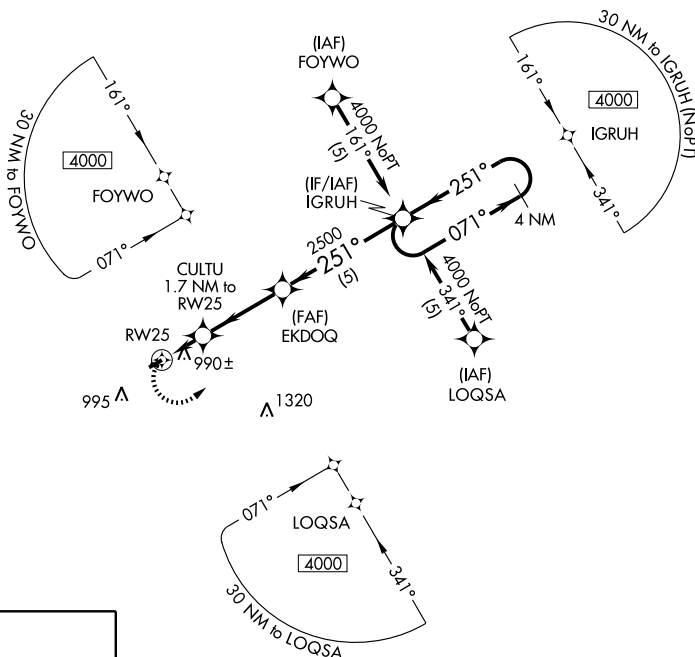
▼ DME/DME RNP-0.3 NA.
▲ NA Visibility reduction by helicopters NA.
 Use Buffalo altimeter setting.

MISSED APPROACH: Climbing left turn to 4000
 direct IGRUH and hold, continue climb-in-hold 4000.

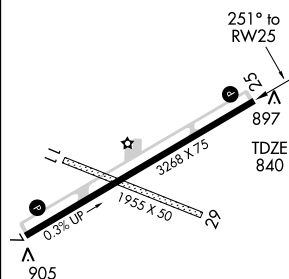
BUFFALO ASOS
135.35

BUFFALO APP CON
126.15 263.125

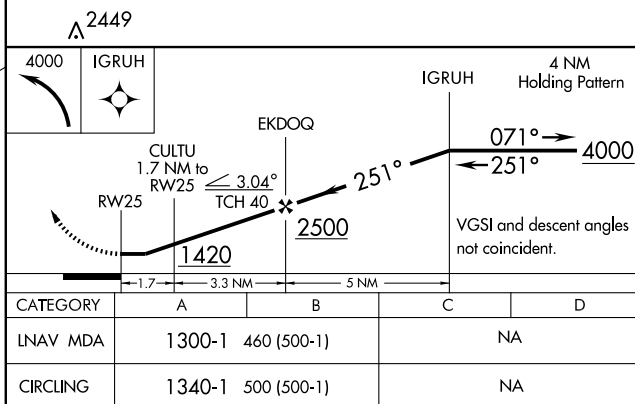
UNICOM
122.725 (CTAF) **1**



ELEV 840



MIRL Rwy 7-25 **1**
 REIL Rwy 25 **1**



10210

AIRPORT DIAGRAM

AL-10 (FAA)

ALBANY INTL (ALB)
ALBANY, NEW YORK

ATIS
120.45
ALBANY TOWER
119.5 257.8
GND CON
121.7 348.6
CLNC DEL 127.5

D

42°45.5'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ELEV
280

61

CARGO
RAMPCONTROL
TOWER
399

VAR 13.9° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E

FIELD
ELEV
285

LAHSO

42°45.0'N

ELEV
277

102.1°

TERMINAL

CUSTOMS

FIRE
STATIONGENERAL AVIATION
PARKING

42°44.5'N

LAHSO

7200 X 150

HANGAR A

HANGAR B

HANGAR C

TIE-DOWN
AREA

HANGAR D

NEW YORK
ARNG

8500 X 150

012.1°

ELEV
284

RWY 01-19
PCN 70 F/C/X/T
S-140, D-200, 2D-400
RWY 10-28
PCN 67 F/C/X/T
S-140, D-200, 2D-400

73°48.5'W

73°48.0'W

73°47.5'W

42°44.0'N

AIRPORT DIAGRAM

ALBANY, NEW YORK
ALBANY INTL (ALB)

10210

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

ALBANY INTL (ALB) 6 NW UTC-5(-4DT) N42°44.95' W73°48.12'

285 B S4 FUEL 100LL, JET A Class I, ARFF Index C

NOTAM FILE ALB

RWY 01-19: H8500X150 (ASPH-GRVD) S-140, D-200, 2D-400

PCN 70 F/C/X/T HIRL CL

RWY 01: MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 54'.

RWY 19: MALSR.

RWY 10-28: H7200X150 (ASPH-GRVD) S-140, D-200, 2D-400

PCN 67 F/C/X/T MIRL CL

RWY 10: REIL. Trees.

RWY 28: REIL. PAPI(P4L)—GA 3.35° TCH 50'. Thld dsplcd 1202'.

Tank.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	10-28	4150
RWY 28	01-19	3750

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-8500	TODA-8500	ASDA-8500	LDA-8500
RWY 10: TORA-7200	TODA-7200	ASDA-6780	LDA-6780
RWY 19: TORA-8500	TODA-8500	ASDA-8500	LDA-8500
RWY 28: TORA-7200	TODA-7200	ASDA-7200	LDA-5998

AIRPORT REMARKS: Attended continuously. Birds and deer on and in/ov

arpt. Weather balloon launches approximately 3 miles S of arpt at 1100Z and 2300Z. Rwy 01 touchdown and rollout runway visual range avbl. Rwy 19 touchdown and rollout runway visual range avbl. Twy 'C' west of Twy 'A' non movement area. Twy D east of Rwy 01-19 restricted to acft 12,500 lbs and less. Customs/Immigration's Flight Information Service adjacent to Twy E east of Rwy 01-19 on apron area; please follow markings. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (518) 464-6423.

COMMUNICATIONS: D-ATIS 120.45 (1-800-342-0120) **UNICOM** 122.95

RCO 122.1R 115.3T (BURLINGTON RADIO) **RCO 122.45 122.2 (BURLINGTON RADIO)**

(R) APP/DEP CON 132.825 (011°-194°) 118.05 (194°-011°) 127.15

TOWER 119.5 GND CON 121.7 CLNC DEL 127.5

AIRSPACE: CLASS C svc continuous etc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

(L) VORTAC 115.3 ALB Chan 100 N42°44.84' W73°48.19' at fld. 275/13W.

VOR unusable:

330°-019° blo 3000'

330°-019° byd 10 NM blo 6000'

330°-019° byd 19 NM blo 9000'

330°-019° byd 28 NM blo 10000'

020°-059° byd 13 NM blo 6000'

060°-080°

100°-135° byd 8 NM blo 10000'

DME unusable:

030°-055° byd 10 NM

155°-195° byd 28 NM blo 5500'

HAWKY NDB (LOM) 219 AL N42°49.04' W73°48.51' 189° 4.1 NM to fld. Unusable 160°-210° byd 10 NM.

ILS/DME 109.5 I-ALB Chan 32 Rwy 19. Class IB. LOM HAWKY NDB.

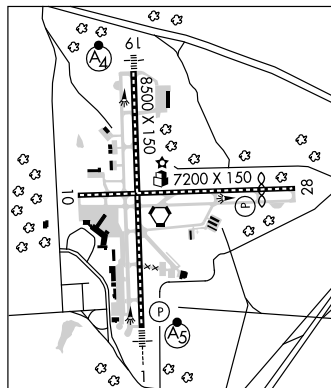
ILS/DME 109.5 I-DEJ Cham 32 Rwy 01. Class IE.

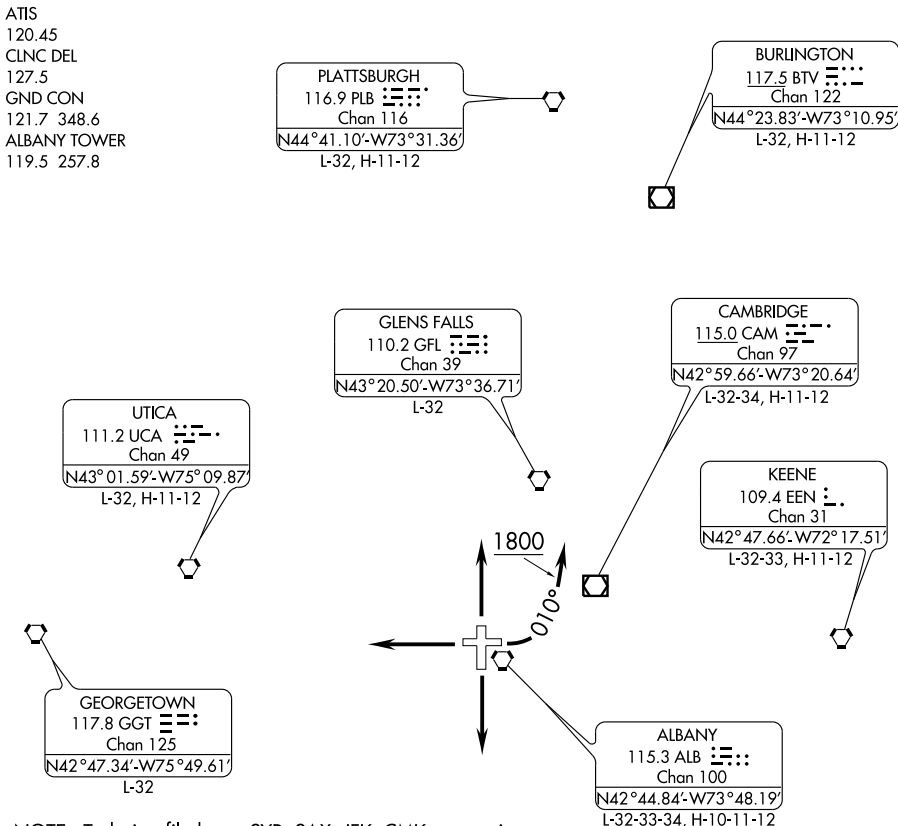
COMM/NAV/WEATHER REMARKS: CLASS C information available on ATIS frequency 20 NM.

NEW YORK

H-101, 11C, 12K, L-326, 33B, 341

IAP, AD





NOTE: Turbojets filed over SYR, SAX, JFK, CMK, requesting flight levels, expect a vector to the ALB R-343/25 DME. Expect on course leaving 14,000'.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

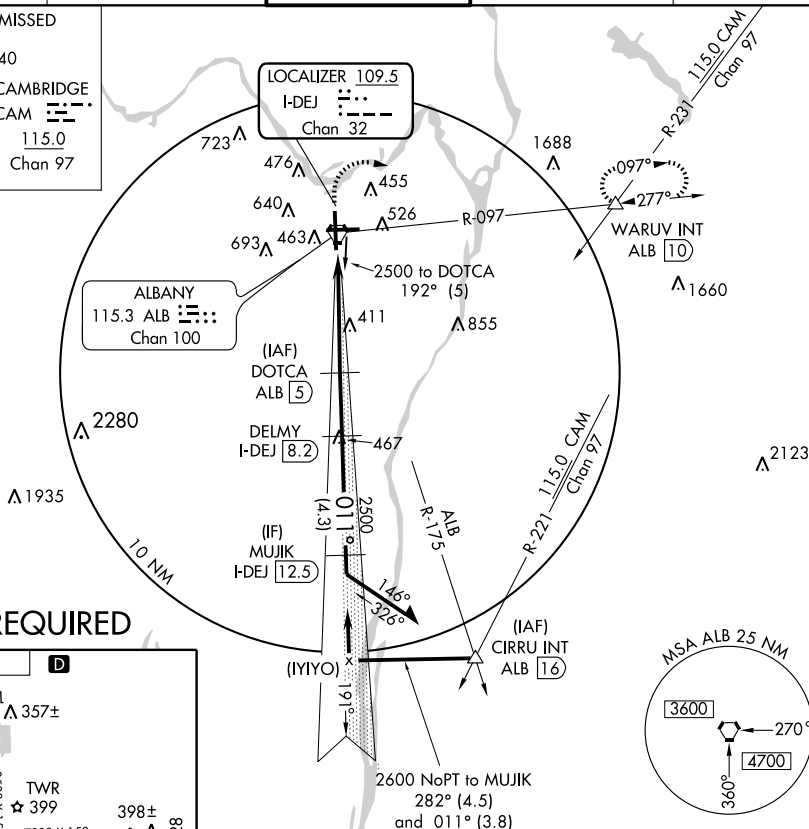
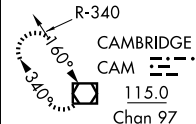
All aircraft cleared as filed. Expect vectors to filed route or depicted fix. Expect clearance to requested altitude/flight level 10 minutes after departure.
TAKE-OFF RUNWAY 10: Left climbing turn to 1800' on heading 010° before proceeding on course or when directed by ATC climb to 1800' on heading 115° before proceeding on course.
ALL OTHER RUNWAYS: Climb runway heading.

LOC/DME I-DEJ 109.5 Chan 32	APP CRS 011°	Rwy ldg TDZE Apt Elev	8500 285 285
---	------------------------	-----------------------------	---

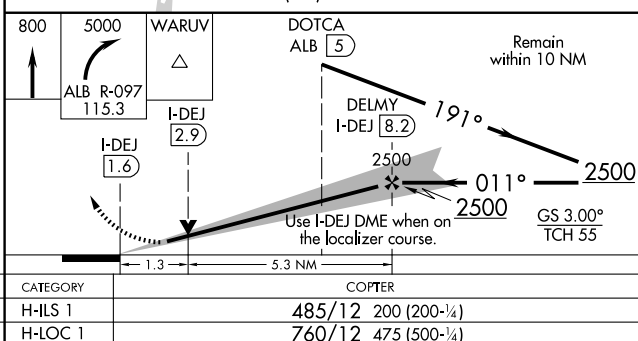
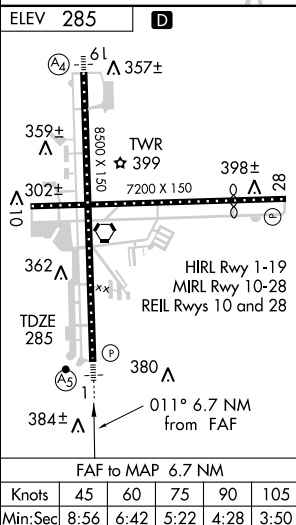
COPTER ILS or LOC/DME RWY 1

ALBANY INTL (ALB)

NA		MALS	MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via ALB VORTAC R-097 to WARUV Int/ALB 10 DME and hold, continue climb-in-hold to 5000.	
ATIS 120.45	ALBANY APP CON 132.825 307.2	ALBANY TOWER 119.5 257.8	GND CON 121.7 348.6	CLNC DEL 127.50

ALTERNATE MISSED
APCH FIX

DME REQUIRED



COPTER ILS or LOC/DME RWY 1

APP CRS	Rwy Idg	6780
101°	TDZE	280
	Apt Elev	285

GPS RWY 10

ALBANY INTL (ALB)



A NA

Circling NA West of Rwy 1-19.

MISSED APPROACH: Climb to 3200 direct SIMAY WP and hold.

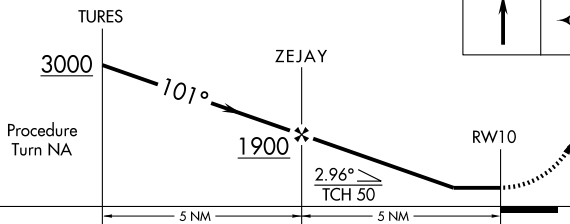
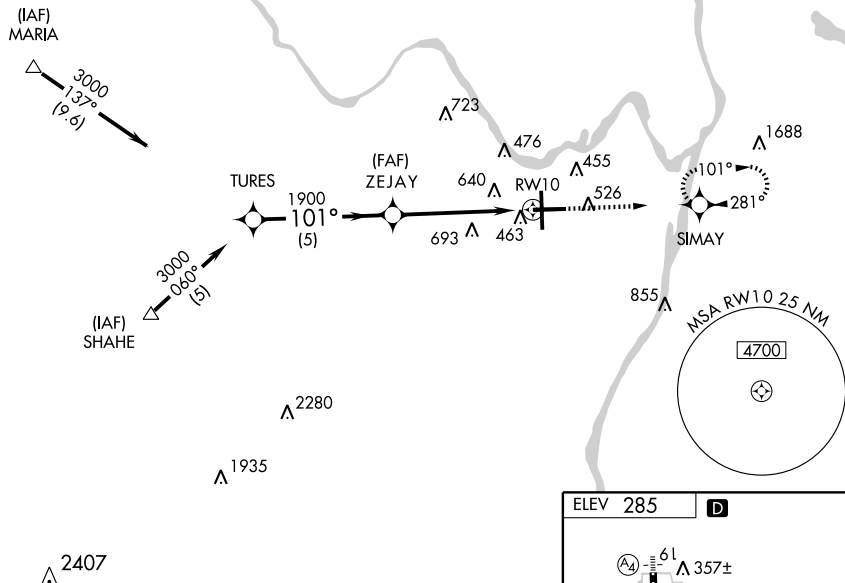
ATIS
120.45

ALBANY APP CON
132.825 307.2

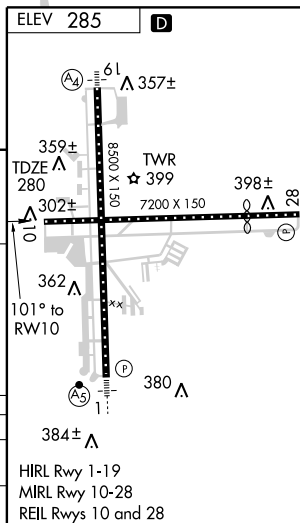
ALBANY TOWER
119.5 257.8

GND CON
121.7 348.6

CLNC DEL
127.50



CATEGORY	A	B	C	D
S-10	920-1	640 (700-1)	920-1 $\frac{3}{4}$ 640 (700-1 $\frac{3}{4}$)	920-2 640 (700-2)
CIRCLING	920-1	635 (700-1)	920-1 $\frac{3}{4}$ 635 (700-1 $\frac{3}{4}$)	920-2 635 (700-2)



ALBANY, NEW YORK
Orig 08325

42°45'N - 73°48'W

ALBANY INTL (ALB)
GPS RWY 10

NE-2. 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5998
281°	TDZE	285
	Apt Elev	285

GPS RWY 28

ALBANY INTL (ALB)



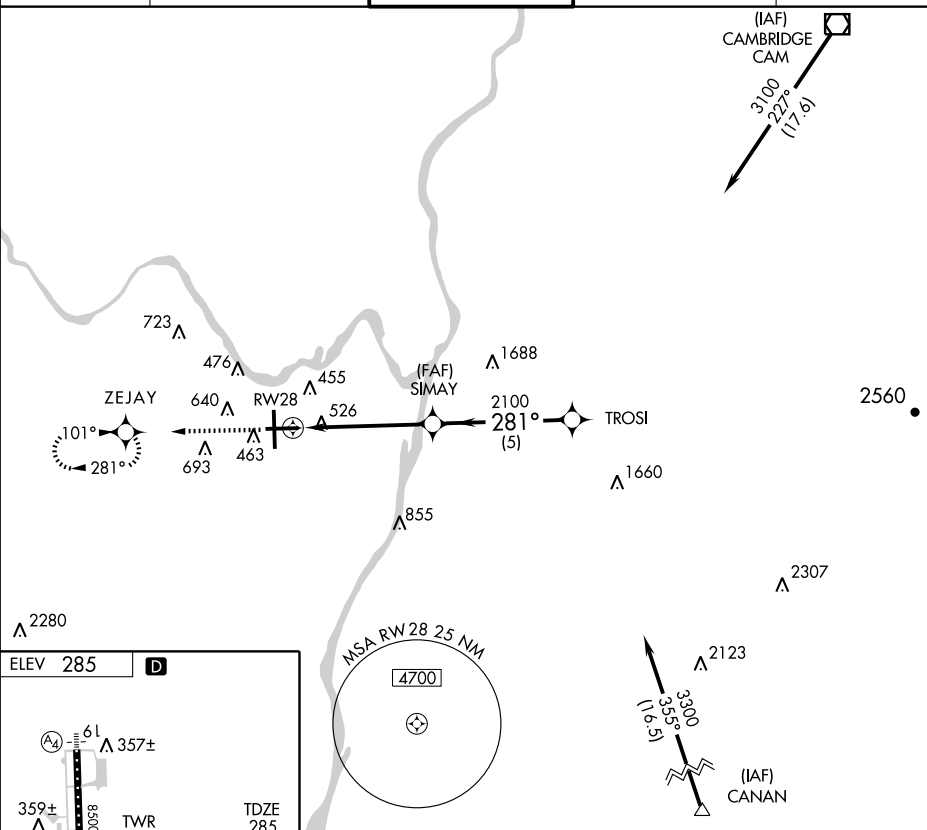
A NA Circling NA West of Rwy 1-19 MISSED APPROACH: Climb to 3100 direct ZEAT WP and hold.

ATIS
120.45

ALBANY APP CON
132.825 307.2

ALBANY TOWER
119.5 257.8

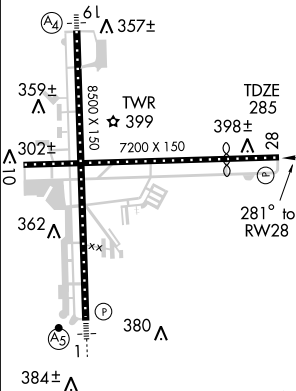
GND CON
121.7 348.6

CLNC DEL
127.50

ELEV	285
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D



HIP# 1-19

MIRL Rwy 10-28

REIL Rwy 10 and 28

ALBANY, NEW YORK

Orig-B 09127

42°45'N - 73°48'W

ALBANY INTL (ALB)

GPS RWY 28

NE-2. 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DEJ 109.5 Chan 32	APP CRS 011°	Rwy Idg TDZE Apt Elev	8500 285 285
---	------------------------	-----------------------------	---

ILS or LOC RWY 1
ALBANY INTL (ALB)

T Circling NA West of Rwy 1-19.
*RVR 1800 authorized with the use of FD or AP
or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via CAM VOR/DME R-251 to CAM VOR/DME and hold.

ATIS
120.45

ALBANY APP CON
132.825 307.2

ALBANY TOWER
119.5 257.8

GND CON	
121.7	348.6

CLNC DEL
127.50

DME or RADAR
REQUIRED

LOCALIZER 109.5
I-DEJ
Chan 32

MISSED APCH FIX

CAMBRIDGE
 CAM 115.0
 Chan 97

ALBANY
ALB ::
Chap. 100

FLEIG
I-DEJ 6.4
RADAR

(IF/IAF)
MUJIK
I-DEJ 12.4

(IAF)
CIRRU
ALP 16

MSA ALB 25 NM

3600



ELEV 285

D

384 \pm Å
011° 4.8 NM
from FAF
FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:30

800

500

CAM

MIL

One Minute Holding Pattern

FLEIG
-DEJ 6.4
RADAR

DEJ 12.
RADAR
:

$$\frac{191^{\circ} \rightarrow}{-011^{\circ}} \quad \underline{3000}$$

GS 3.00°
TCH 55

Use I-DEJ DME when
on the localizer course.

CATEGORY	A	B	C	D
S-ILS 1	*485/24 200 (200-½)			
S-LOC 1	720/24 435 (500-½)	720/40 435 (500-¾)	720/50 435 (500-1)	
CIRCLING	840-1 555 (600-1)	840-1½ 555 (600-1½)	840-2 555 (600-2)	

ALBANY, NEW YORK
Amdt 10B 08353

42°45'N - 73°48'W

ALBANY INTL (ALB)
ILS or LOC RWY 1

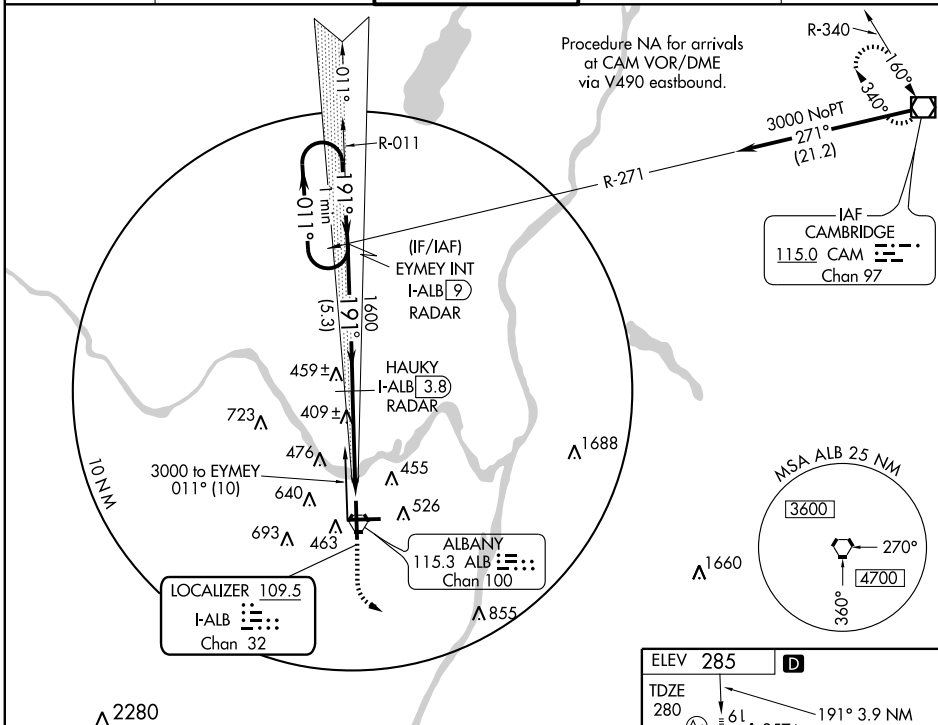
NE-2: 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ALB	APP CRS	Rwy Idg	8500
109.5	191°	TDZE	280
Chan 32		Apt Elev	285

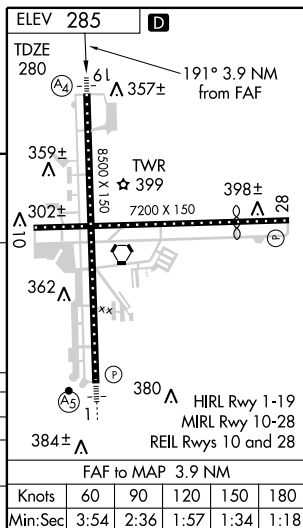
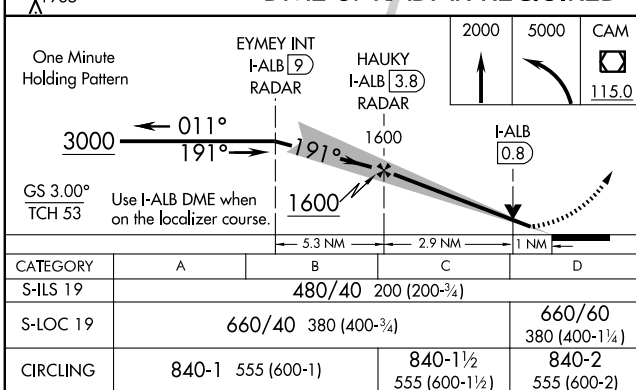
ILS or LOC RWY 19

ALBANY INTL (ALB)

Circling NA West of Rwy 1-19.		MALS 	MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct CAM VOR/DME and hold.	
ATIS 120.45	ALBANY APP CON 132.825 307.2	ALBANY TOWER 119.5 257.8	GND CON 121.7 348.6	CLNC DEL 127.50



DME or RADAR REQUIRED



LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

WAAS CH 97402 W01A	APP CRS 011°	Rwy Idg 8500 TDZE 285 Apt Elev 285
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RNAV (GPS) RWY 1

ALBANY INTL (ALB)

ALBANY INTL (ALB)

F Circling NA west of Rwy 1-19. For inoperative MALS, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climb to 3000 direct WREAD and hold, continue climb-in-hold to 3000.

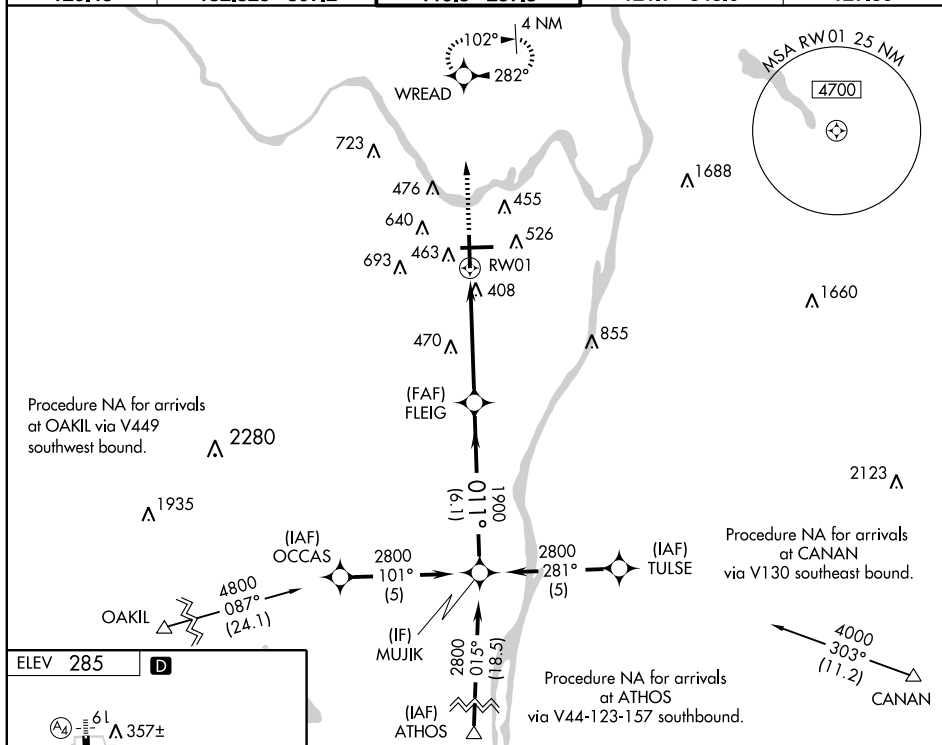
ATIS
120.45

ALBANY APP CON
132.825 307.2

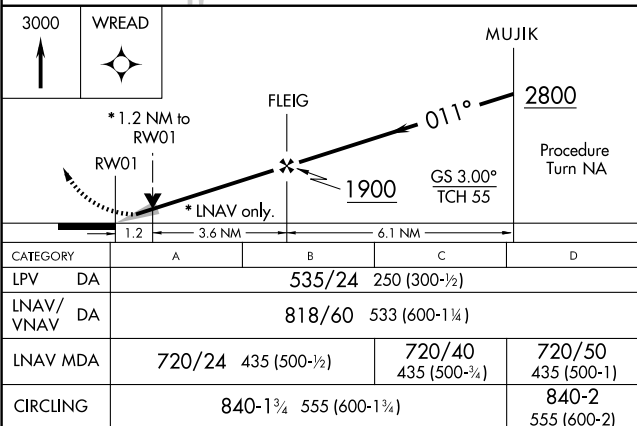
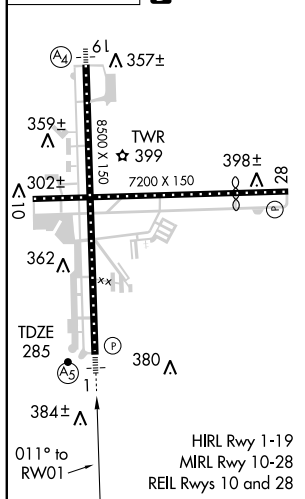
ALBANY TOWER
119.5 257.8

GND CON	
21.7	348.6

CLNC DEL
127,50



ELEV 285



ALBANY, NEW YORK
Orig 08325

42°45'N - 73°48'W

ALBANY INTL (ALB)

RNAV (GPS) RWY 1

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

WAAS CH 56302 W19A	APP CRS 191°	Rwy Idg TDZE 280 Apt Elev 285
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RNAV (GPS) RWY 19

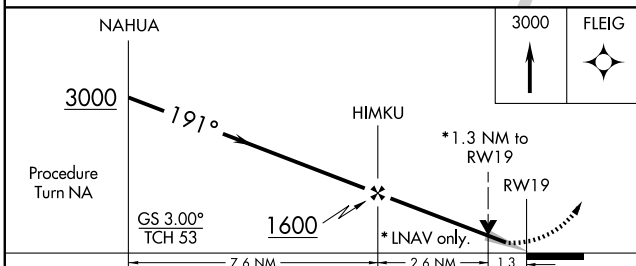
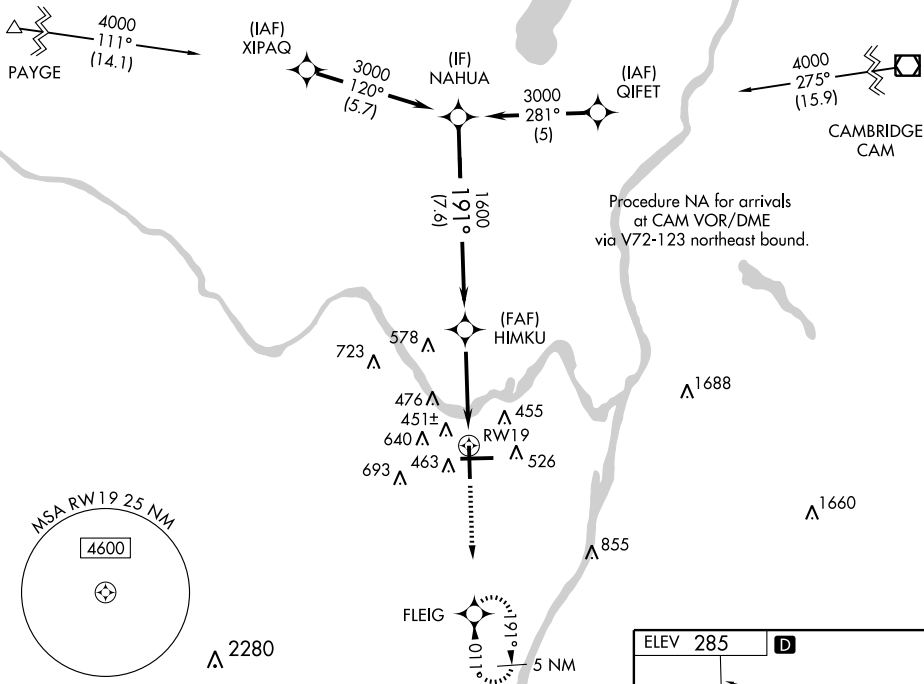
ALBANY INTL (ALB)

▼ Circling NA west of Rwy 1-19. Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

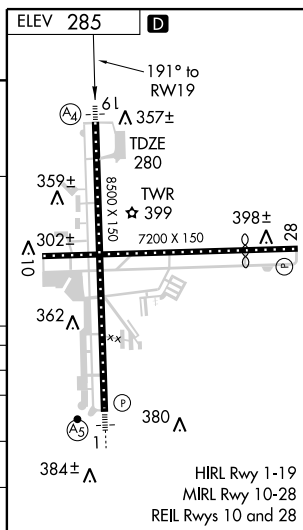
MALS
(A4)

MISSED APPROACH: Climb to 3000 direct FLEIG and hold, continue climb-in-hold to 3000.

ATIS 120.45	ALBANY APP CON 132.825 307.2	ALBANY TOWER 119.5 257.8	GND CON 121.7 348.6	CLNC DEL 127.50
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CATEGORY	A	B	C	D
LPV DA	530/40	250 (300-¾)		
LNAV/VNAV DA	777-1¾	497 (500-1¾)		
LNAV MDA	760/40 480 (500-¾)	760/60 480 (500-1¼)	760-1½ 480 (500-1½)	
CIRCLING	840-1 555 (600-1)	840-1½ 555 (600-1½)	840-2 555 (600-2)	



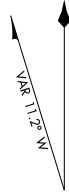
10210

AIRPORT DIAGRAM

AL-6495 (FAA)

ALBION/PINE HILL (9G6)
ALBION, NEW YORK

CTAF/UNICOM
123.0



JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E

43°10.5'N

HANGAR

10
ELEV
653
101.8°
0.6% UP →

2659 X 36

← 281.9°

28

FIELD
ELEV
669

RWY 10-28
S-12

43°10.0'N

078°16.5'W

078°16.0'W

AIRPORT DIAGRAM

10210

ALBION, NEW YORK
ALBION/PINE HILL (9G6)

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

ALBION

PINE HILL (9G6) 5 SW UTC-5(-4DT) N43°10.41' W78°16.48'

669 NOTAM FILE BUF Not insp.

RWY 10-28: H2659X36 (ASPH) S-12 LIRL (NSTD) 0.6% up E

RWY 10: Tree. **RWY 28:** Thld dsplcd 250'. Road.

AIRPORT REMARKS: Unattended. Parachute Jumping. Rwy 10-28 limited to aircraft 12,500 lbs. 930' twr 930' SSE AER 28. 70'-80' trees 150' left AER 10. PAEW 75' east of Rwy 28. Rwy 10-28 localized open spalling with loose material located only at beginning Rwy 10. Rwy 10-28 NSTD LIRL first 225' east end unlgtd. ACTIVATE rwy lgts at 585-589-7758.

COMMUNICATIONS: CTAF/UNICOM 123.0

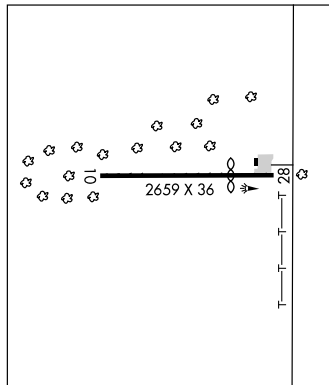
Ⓡ **BUFFALO APP DEP/CON** 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BUFFALO (H) VOR/DME 116.4 BUF Chan 111 N42°55.74'

W78°38.78' 056° 22 NM to fld. 730/08W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.



DETROIT
L-31E, 32F
IAP, AD

ALPINE N42°14.32' W76°45.84' NOTAM FILE ELM.

NDB (MHW) 245 ALP 242° 7.4 NM to Elmira/Corning Rgnl.

NEW YORK
L-30J, 32F

ARCADE-TRI CO (D23) 2 N UTC-5(-4DT) N42°34.00' W78°25.57'

1745 NOTAM FILE BUF

RWY 09-27: 3220X60 (GRVL) MIRL

RWY 09: Trees. **RWY 27:** Brush.

RWY 14-32: 2710X80 (TURF)

RWY 14: Trees. **RWY 32:** Trees.

AIRPORT REMARKS: Unattended. Parachute activities irregular hrs. Arpt CLOSED winter months. Ultralgt acft prohibited. Rwy 09-27 CLOSED except PPR 716-537-9172. ACTIVATE MIRL Rwy 09-27-123.0.

COMMUNICATIONS: CTAF/UNICOM 123.0

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

DETROIT

ARGYLE (1C3) 2 NE UTC-5(-4DT) N43°15.27' W73°28.21'

330 S4 NOTAM FILE BTV

RWY 03-21: 2400X87 (TURF)

RWY 03: Trees. **RWY 21:** Brush.

AIRPORT REMARKS: Attended 1130Z±-dusk. Arpt may be CLOSED wet weather call 518-638-9723. Ultralghts on and invof arpt. Aerobatics box E of Rwy 03. Rwy 03-21 width varies from 87'-100'.

COMMUNICATIONS: CTAF 122.9

NEW YORK

AVON N43°00.60' W77°46.16' NOTAM FILE ROC.

NDB (MHW) 344 AVN 042° 7.8 NM to Greater Rochester Intl.

DETROIT
L-31E, 32F

BABYLON N40°40.35' W73°23.06' NOTAM FILE FRG.

NDB (HW) 275 BBN 353° 3.6 NM to Republic. NDB unusable byd 15 NM.

NEW YORK
COPTER
L-33B, 34F

APP CRS 059°	Rwy ldg TDZE Apt Elev	N/A N/A 669
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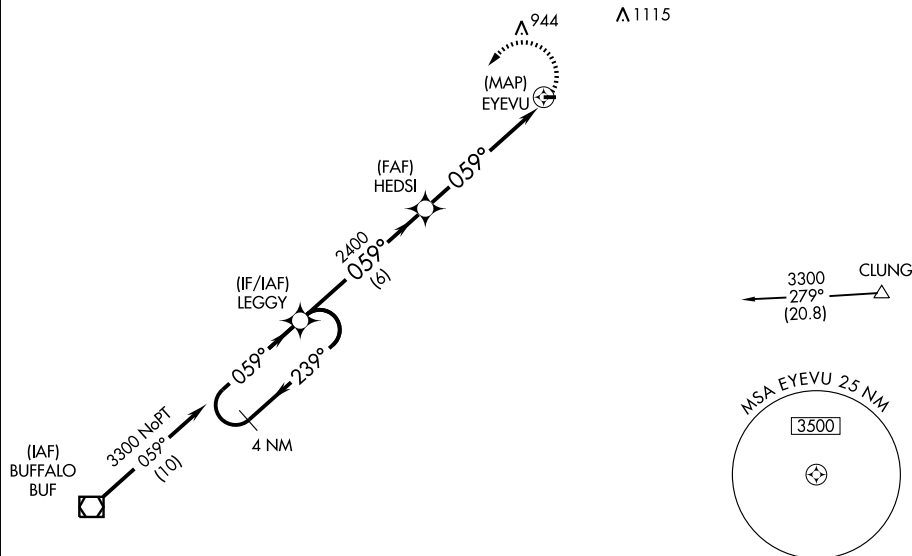
RNAV (GPS) -B

ALBION/ PINE HILL (9G6)

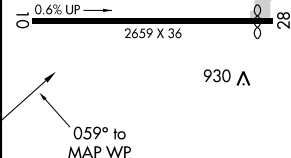
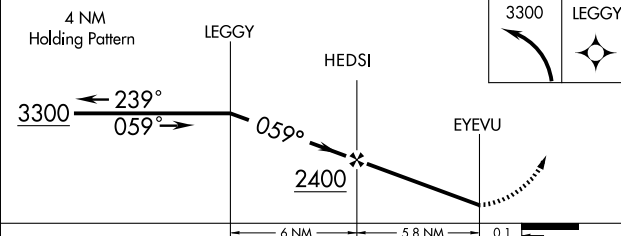
<p>▽ DME/DME RNP-0.3 NA. Use Buffalo Niagara Intl altimeter setting, if not received use Niagara Falls Intl altimeter setting. Procedure NA at night.</p> <p>△ NA</p>	<p>MISSED APPROACH: Climbing left turn to 3300 direct LEGGY and hold.</p>
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BUFFALO APP CON
126.15 263.125

UNICOM
123.0 (CTAF) 0



ELEV **669** Rwy 28 ldg 2409'



CATEGORY	A	B	C	D
CIRCLING	1360-1	691 (700-1)	NA	NA

LIRL Rwy 10-28 **0**

BATAVIA

GENESEE CO (GVQ) 2 N UTC-5(-4DT) N43°01.91' W78°10.18'

DETROIT

914 B S4 FUEL 100LL, JET A1 + OX 1 TPA-1914(1000) NOTAM FILE GVQ

H-10H, 11B, L-31E, 32F

RWY 10: REIL. PAPI(P2L). Fence.

RWY 28: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 43'.

AIRPORT REMARKS: Attended Apr-Oct 1230-0100Z†, Nov-Mar

1230-2330Z†. Rwy 28 MALSR OTS indef. Rwy 28 REIL OTS indef.

ACTIVATE HIRL Rwy 10-28, PAPI Rwy 10 and Rwy 28, REIL Rwy 10 and Rwy 28, and MALSR Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS-3 127.525 (716) 343-6369.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ ROCHESTER APP/DEP CON 123.7 CLNC DEL 121.8

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

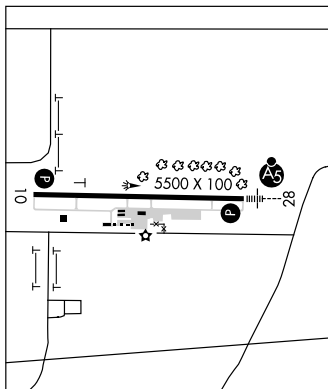
GENESED (L) VOR/DME 108.2 GEE Chan 19 N42°50.06'

W77°43.97' 311° 22.6 NM to fld. 990/09W.

ILS 108.9 I-GVQ Rwy 28.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services

1-888-766-8267.



BAYPORT AERODROME (23N) 1 NW UTC-5(-4DT) N40°45.51' W73°03.22'

NEW YORK

41 TPA-641(600) NOTAM FILE ISP

COPTER

RWY 18-36: 2740X150 (TURF)

RWY 18: Trees. Rgt tfc.

RWY 36: APAP(PNIR)—GA 5.0° TCH 20'. Thld dsplcd 550'. Trees.

AIRPORT REMARKS: Attended 1300Z†-dusk. Arpt CLOSED 30 minutes after SS-30 minutes before SR. Rwy 18-36 east 75' CLOSED Oct-Apr, west 75' CLOSED May-Sep. No closed tfc pattern or touch and go landings. All tfc enter 45° left base for Rwy 36 at 600 ft MSL due to heavy jet tfc Rwy 33L at ISP. All tfc enter 45° rgt downwind for Rwy 18 over lakes at 600 ft MSL due to heavy jet tfc Idg Rwy 33L at ISP. Rwy 36 dsplcd thld marked with one ft wide apron and 2 ft wide thld (white) both made with conc blocks flush with turf surface. Phone at arpt 631-472-4747.

COMMUNICATIONS: CTAF/UNICOM 122.7

BECKS GROVE (See ROME)

BINGHAMTON N42°09.45' W76°08.19' NOTAM FILE BUF.

NEW YORK

(L) VORTAC 112.2 CFB Chan 59 076° 7.6 NM to Greater Binghamton/Edwin A Link Fld. 1583/10W. L-30J, 32F

LOC I-GVQ 108.9	APP CRS 282°	Rwy Idg TDZE Apt Elev	5500 911 913
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ILS or LOC RWY 28

BATAVIA/GENESEE COUNTY (GVQ)

- When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet;
 increase S-LOC 28 Cats C/D and Circling Cat D visibility ¼ mile.



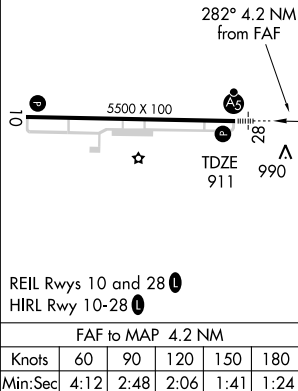
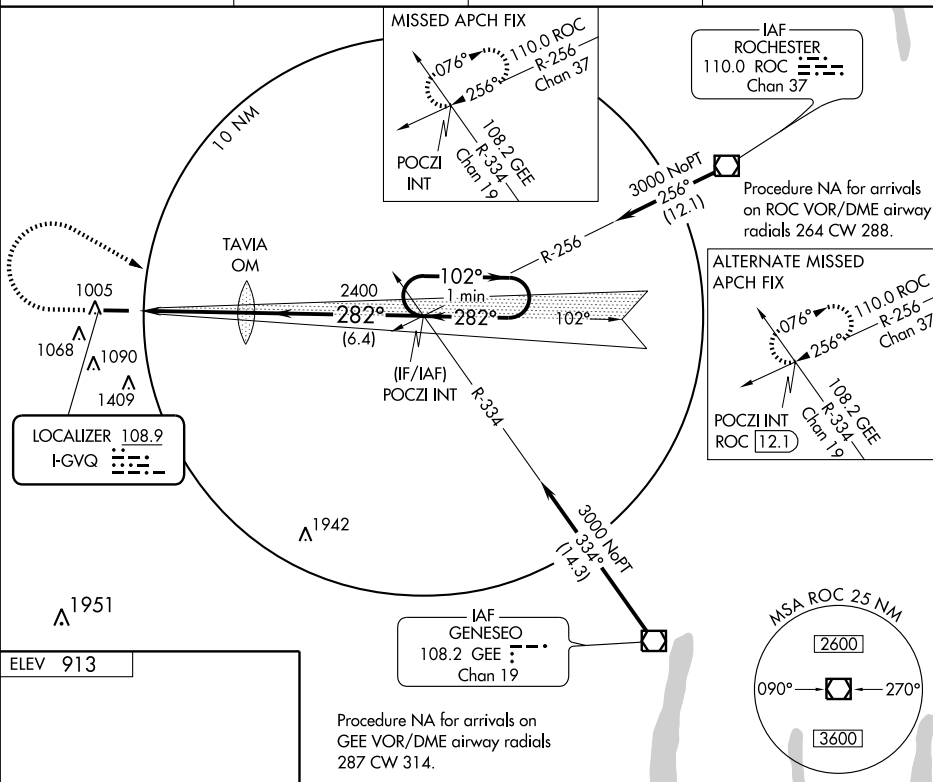
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 130° and I-GVQ east course to POCZI INT and hold.

AWOS-3
127.525

ROCHESTER APP CON
123.7 322.3

CLNC DEL
121.8

UNICOM
122.7 (CTAF) 0



BATAVIA, NEW YORK

Amdt 6A 09127

BATAVIA/GENESEE COUNTY (GVQ)

43°02'N - 78°10'W

ILS or LOC RWY 28

WAAS CH 86311 W28A	APP CRS 282°	Rwy Idg TDZE Apt Elev	5500 911 913
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RNAV (GPS) RWY 28

BATAVIA/GENESEE COUNTY (GVQ)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rochester altimeter setting. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR, when using Rochester altimeter setting increase LPV visibility all Cats to 1¼ mile.

MALSR



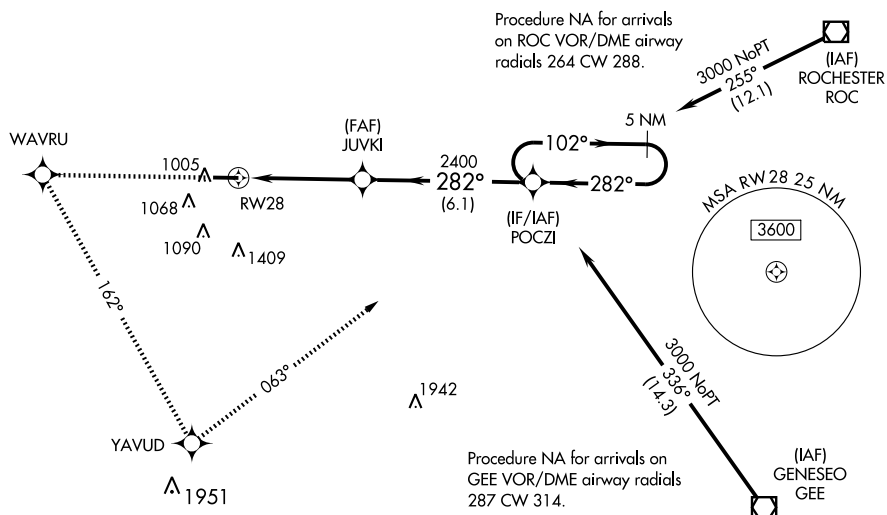
MISSED APPROACH: Climb to 3300 direct WAVRU and left turn via 162° track to YAVUD and left turn via 063° track to POCZI and hold.

AWOS-3
127.525

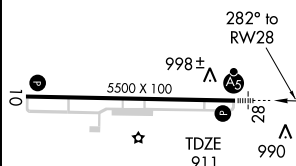
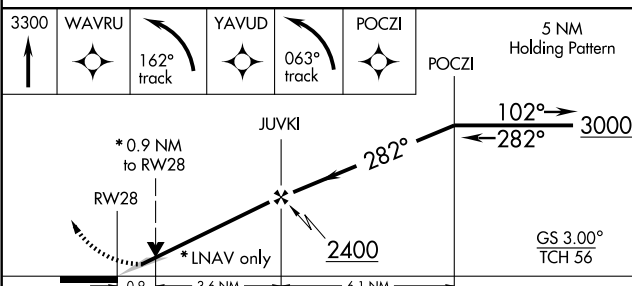
ROCHESTER APP CON
123.7 322.3

CLNC DEL
121.8

UNICOM
122.7 (CTAF) 0



ELEV 913



CATEGORY	A	B	C	D
LPV DA	1161-1/2 250 (300-1/2)			
LNAV/VNAV DA	1364-1 453 (500-1)			
LNAV MDA	1260-1/2 349 (400-1/2)			1260-1 349 (400-1)
CIRCLING	1380-1 467 (500-1)		1380-1/2 467 (500-1/2)	1480-2 567 (600-2)

REIL Rwy 10 and 28 0
HIRL Rwy 10-28 0

VOR/DME GEE 108.2 Chan 19	APP CRS 311°	Rwy Idg TDZE Apt Elev	N/A N/A 913
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VOR/DME-A

BATAVIA/GENESEE COUNTY (GVQ)

▼ When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 120 feet; increase Cat C and D visibility ½ mile.

▲ NA

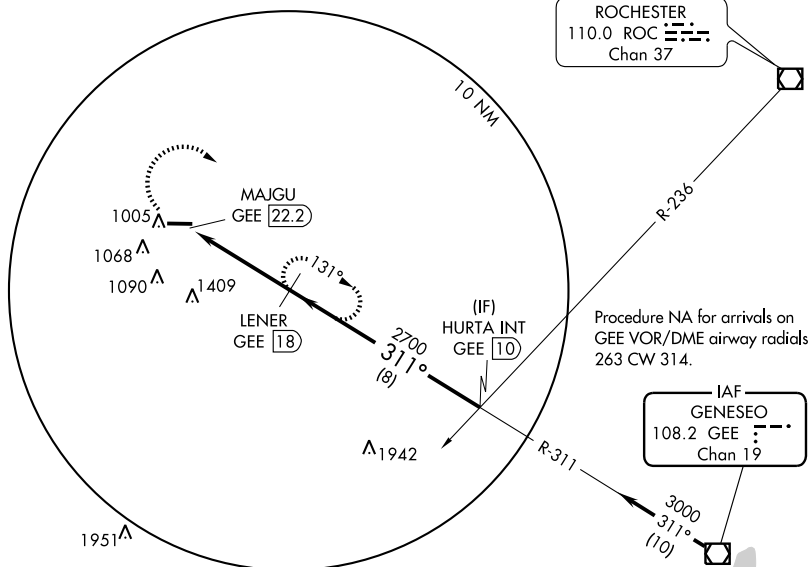
MISSED APPROACH: Climbing right turn to 3000 via GEE VOR/DME R-311 to LENER/18 DME and hold, continue to climb-in-hold to 3000.

AWOS-3
127.525

ROCHESTER APP CON
123.7 322.3

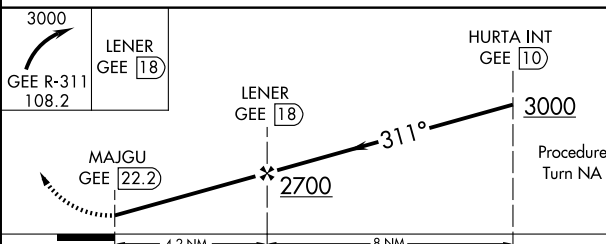
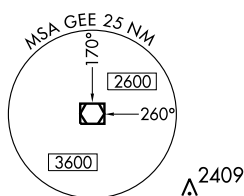
CLNC DEL
121.8

UNICOM
122.7 (CTAF) **0**

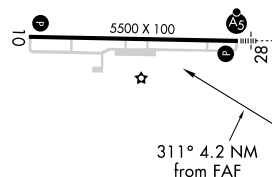


Procedure NA for arrivals on GEE VOR/DME airway radials 263 CW 314.

IAF
GENESEO
108.2 GEE
Chan 19



ELEV 913



CATEGORY	A	B	C	D
CIRCLING	1620-1 707 (800-1)	1620-1¼ 707 (800-1¼)	1620-2 707 (800-2)	1620-2¼ 707 (800-2¼)

REIL Rwy 10 and 28 **0**
HIRL Rwy 10-28 **0**

10210

AIRPORT DIAGRAM

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
AL-20 (FAA)

BINGHAMTON, NEW YORK

75°59.5' W

75°59.0' W

75°58.5' W

ATIS

128.15

BINGHAMTON TOWER ★

119.3 239.25

GND CON

121.9

CLNC DEL

125.05

D

EMAS

FIELD
ELEV
1636

91

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BINGHAMTON**GREATER BINGHAMTON/EDWIN A LINK FLD** (BGM) 7 N UTC-5(-4DT)

NEW YORK

N42°12.51' W75°58.78'

H-10H, 11C, 12J, L-30J, 32F, 33A

1636 B S2 FUEL 100LL, JET A OX 3, 4 TPA-2436(800) Class I, ARFF Index B

IAP, AD

NOTAM FILE BGM

RWY 16-34: H7100X150 (ASPH-GRVD) S-98, D-125, 2S-159,
2D-187 HIRL 0.9% up NWRWY 16: MALSR. PAPI(P2L)—GA 3.0°TCH 52'. Thld displcd 400'.
Antenna.

RWY 34: MALSR. PAPI(P2L)—GA 3.0°TCH 44'.

RWY 10-28: H5001X150 (ASPH-GRVD) S-98, D-125, 2S-159,
2D-187 MIRL 0.4% up W

RWY 10: VASI(V4L)—GA 3.0°TCH 55' (Unmonitored).

RWY 28: REIL. VASI(V4L)—GA 3.0°TCH 45'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 16: TORA-7100 TODA-7100 ASDA-7100 LDA-6699

RWY 28: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 34: TORA-7100 TODA-7100 ASDA-7100 LDA-7100

ARRESTING GEAR/SYSTEM

RWY 16: EMAS

RWY 34: EMAS

AIRPORT REMARKS: Attended continuously. Lgtd structure 118 ft AGL

2000 ft south of apch end Rwy 10. Bird activity on and in vicinity of arpt. PPR 12 hours for unscheduled air carrier ops with more than 9 passenger seats 0400-1100Z± call arpt manager 607-763-4474. ARFF available 1015-0545Z± and/or until 15 minutes after the last scheduled air carrier opr. Tower unable to see hard surface W of maintenance building. FBO services available Sun-Sat 0930-0300Z±. For after hrs services ctc 607-727-5975/481-0726/727-9621. When twr clsd ACTIVATE HIRL Rwy 16-34, MIRL Rwy 10-28, MALSR Rwy 16 and Rwy 34 and twy lgts—CTAF. Ldg fee for multi-engine and turbine acft over 4000 pounds. U.S. Customs user fee arpt.

WEATHER DATA SOURCES: ASOS (607) 729-8335.**COMMUNICATIONS:** CTAF 119.3 ATIS 128.15 UNICOM 122.95

BINGHAMTON RCO 122.1R 112.2T (BUFFALO RADIO)

Ⓡ BINGHAMTON APP/DEP CON 118.6 (surface-5000') 127.55 (6000'-8000') (1100-0500Z±)

Ⓡ NEW YORK CENTER APP/DEP CON 132.175 (0500-1100Z±)

BINGHAMTON TOWER 119.3 (1100-0500Z±) GND CON 121.9 CLNC DEL 125.05

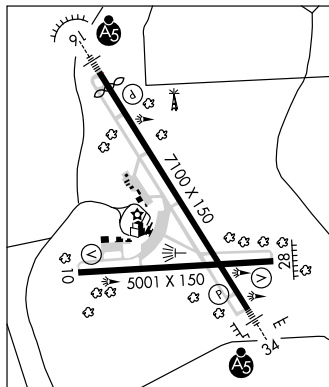
AIRSPACE: CLASS D svc 1100-0500Z± other times CLASS E. TRSA svc ctc APP CON.**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.

BINGHAMTON (L) VORTAC 112.2 CFB Chan 59 N42°09.45' W76°08.19' 076° 7.6 NM to fld. 1583/10W.

SMITE NDB (LOM) 332 BG N42°06.28' W75°53.47' 340° 7.4 NM to fld.

ILS 110.3 I-BGM Rwy 34. Class IA. LOM SMITE NDB. ILS unmonitored when twr clsd.

ILS 110.3 I-AAJ Rwy 16. ILS unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: When BGM twr clsd, clnc del thru Flight Services on CFB VOR 122.1R/112.2T and 1-888-766-8267.**BREIT** N43°07.59' W77°33.24' NOTAM FILE ROC.

NDB (LOM) 400 RO 275° 5.2 NM to Greater Rochester Intl

BRIDGE N40°34.09' W73°52.98' NOTAM FILE ISP.

NDB (MHW) 414 OGY 060° 6.5 NM to John F. Kennedy.

Unusable 011°-055° byd 15 NM; 300°-010° byd 7 NM.

NEW YORK

COPTER

L-34H

BRIEL N44°28.61' W74°07.45' NOTAM FILE SLK.

NDB (LOM) 395 SL 227° 6.5 NM to Adirondack Rgnl.

MONTREAL

L-32G

LOC I-BGM 110.3	APP CRS 340°	Rwy Idg TDZE Apt Elev	7100 1600 1636
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BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

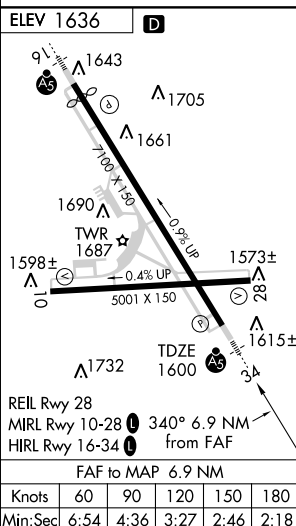
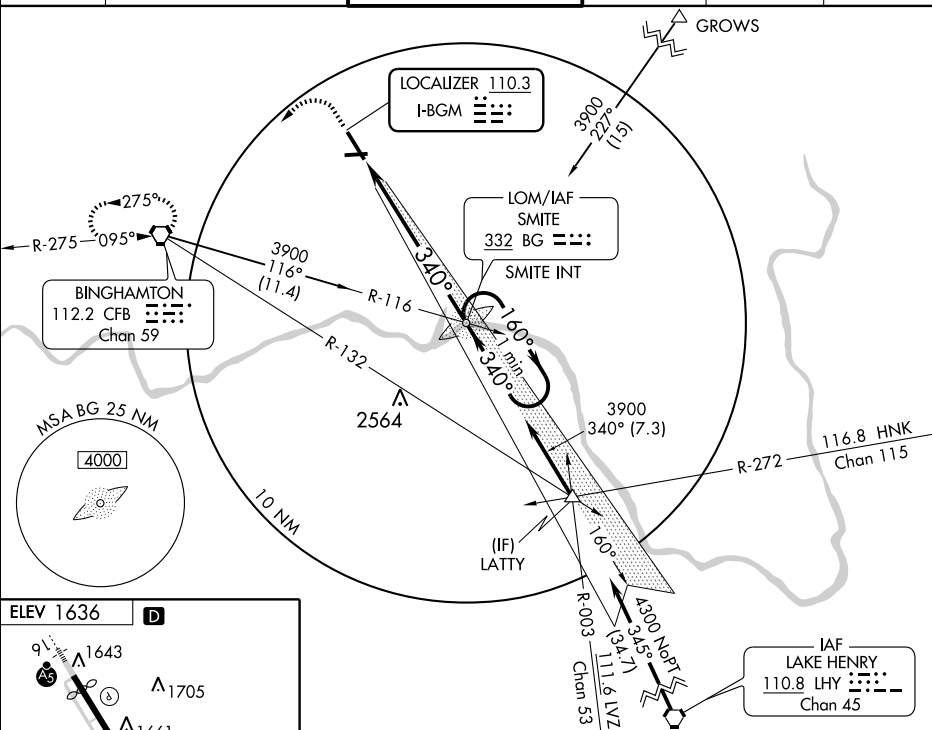
ILS or LOC RWY 34

When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase S-ILS all Cats, S-LOC and Circling Cats C and D visibility $\frac{1}{4}$ mile.
 ▲ For inoperative MALSR increase S-LOC 34 Cat D visibility to RVR 5000.
 ▲ For inoperative MALSR when using Ithaca altimeter setting, increase S-ILS all Cats visibility to RVR 6000.



MISSED APPROACH: Climb to 2200 then climbing left turn to 3900 direct CFB VORTAC and hold.

ATIS 128.15	BINGHAMTON APP CON ★ 118.6 257.625	BINGHAMTON TOWER ★ 119.3 (CTAF) 239.25	GND CON 121.9	CLNC DEL 125.05	UNICOM 122.95
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BINGHAMTON, NEW YORK


Amdt 3 11FEB10

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

42° 13'N - 75° 59'W

ILS or LOC RWY 34

NE-2, 21 OCT 2010 to 18 NOV 2010

2200 ↑	3900 ↷	CFB  112.2	SMITE LOM/INT 3854	One Minute Holding Pattern
VGSI and ILS glidepath not coincident.				

LOC I-AAJ 110.3	APP CRS 158°	Rwy Idg TDZE Apt Elev	6700 1634 1636
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BINGHAMTON/

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

ILS RWY 16

▼ For inoperative MALS, increase S-LOC 16 Cat. D
▲ visibility to 1 mile.

MALS



MISSED APPROACH: Climb to 2000, then climbing
right turn to 3700 direct CFB VORTAC and hold.

ATIS
128.15

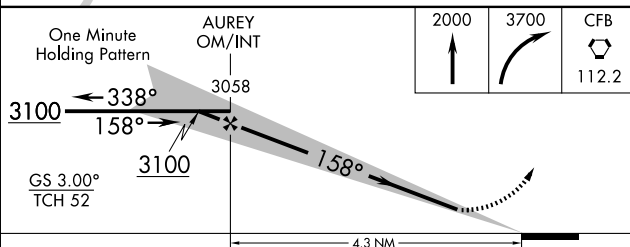
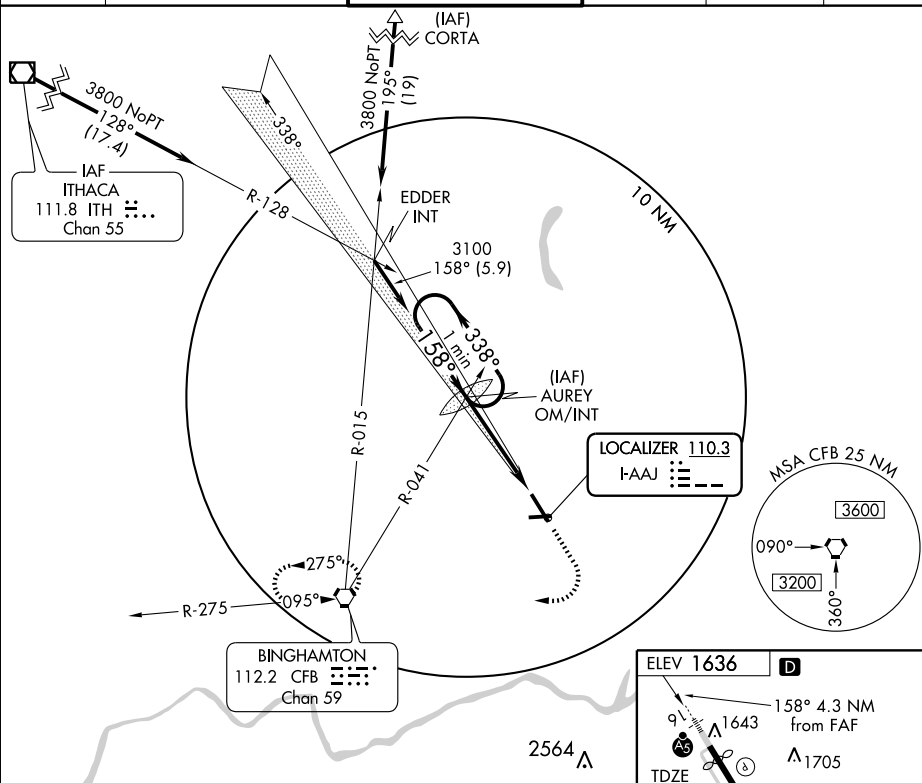
BINGHAMTON APP CON ★
118.6 257.625

BINGHAMTON TOWER ★
119.3 (CTAF) 0 239.25

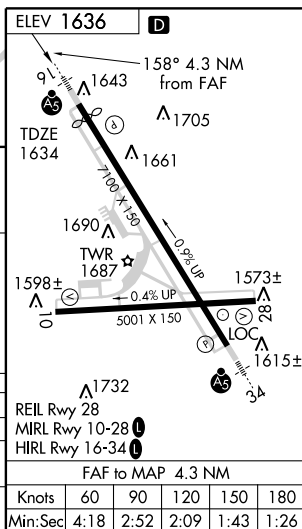
GND CON
121.9

CLNC DEL
125.05

UNICOM
122.95



CATEGORY	A	B	C	D
S-ILS 16		1884-1/2	250 (300-1/2)	
S-LOC 16		1920-1/2	286 (300-1/2)	1920-3/4 286 (300-3/4)
CIRCLING	2100-1	464 (500-1)	2100-1 1/2 464 (500-1 1/2)	2200-2 564 (600-2)



WAAS CH 66015 W16A	APP CRS 160°	Rwy Idg 6700 TDZE 1634 Apt Elev 1636
--	------------------------	---

BINGHAMTON/
GREATER BING

RNAV (GPS) RWY 16

GREATER BINGHAMTON/EDWIN A. LINK FIELD(BGM)

When VGSI inoperative, Circling Rwy 34 NA at night. Inoperative table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

▼ When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet and increase LNAV/VNAV all Cats visibility $\frac{1}{2}$ mile and LNAV and Circling Cats C and D visibility $\frac{1}{4}$ mile. For inoperative MALS/R increase LNAV Cats A, C and D visibility $\frac{1}{4}$ mile. For inoperative MALS/R when using Ithaca altimeter setting increase LPV all Cats visibility $\frac{1}{2}$ mile, LNAV Cats A and B visibility $\frac{1}{4}$ mile. Baro-VNAV and VDP NA when using Ithaca altimeter setting.

MALSR
A5

MISSED APPROACH:
Climb to 4000 direct
WUSOB and hold.

ATIS
128.15

BINGHAMTON APP CON ★
118.6 257.625

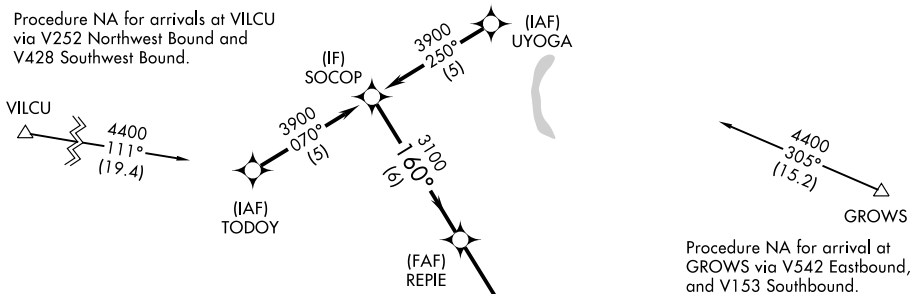
BINGHAMTON TOWER ★
119.3 (CTAF) **L** 239.25

GND CON
121.9

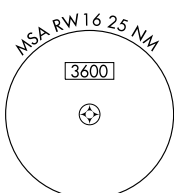
CLNC DEL
125.05

UNICOM
122.95

Procedure NA for arrivals at VILCU via V252 Northwest Bound and V428 Southwest Bound.

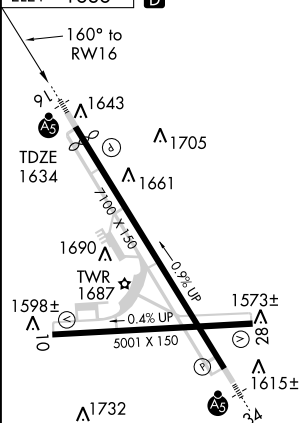


Procedure NA for arrival at
GROWS via V542 Eastbound,
and V153 Southbound.



ELEV	1636
------	------

D



REIL Rwy 28
MIRL Rwy 10-28 **L**
HIRL Rwy 16-34 **L**

MISSED APCH FIX
WUSOB



Diagram illustrating an RNAV 5 approach chart. The chart shows a 160° turn from 3900 feet to 3100 feet, followed by a 1.2 NM segment to RW16. Key points include SOCO P, REPI E, and VGS I. The chart also shows a 4000-foot WUSOB and a 1.2 NM segment to RW16. The chart is divided into four categories: A, B, C, and D. The chart is labeled "Procedure Turn NA" and "GS 3.00° TCH 53".

CATEGORY	A	B	C	D
LPV DA	1884- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		
LNNAV/ VNAV DA	1984- $\frac{3}{4}$	350 (400- $\frac{3}{4}$)		
LNNAV MDA	2060- $\frac{3}{4}$	426 (500- $\frac{3}{4}$)		2060-1 426 (500-1)
CIRCLING	2120-1	484 (500-1)	2120-1 $\frac{1}{2}$ 484 (500-1 $\frac{1}{2}$)	2200-2 564 (600-2)

BINGHAMTON, NEW YORK
Amdt 1 11 FEB10

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
42° 13' N - 75° 59' W PNAV (GPS) PWBW 16

RNAV (GPS) RWY 16

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2: 21 OCT 2010 to 18 NOV 2010

APP CRS 279°	Rwy Idg TDZE Apt Elev	5001 1587 1636
------------------------	-----------------------------	---

RNAV (GPS) RWY 28

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

V
A When VGSI inoperative, Circling Rwy 34 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ithaca altimeter setting and increase all MDA 140 feet and LNAV Cat C and Circling Cat C and D visibility $\frac{1}{4}$ mile and LNAV Cat D visibility $\frac{1}{2}$ mile. VDP NA when using Ithaca altimeter setting.

MISSED APPROACH: Climbing right turn to 3500 direct IPIPE and hold.

ATIS
128.15

BINGHAMTON APP CON ★

118.6 257.625

BINGHAMTON TOWER ★

119.3 (CTAF) L 239.25

GND CON

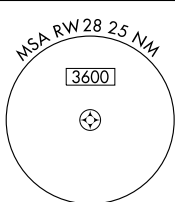
121

CLNC DEL

125.05

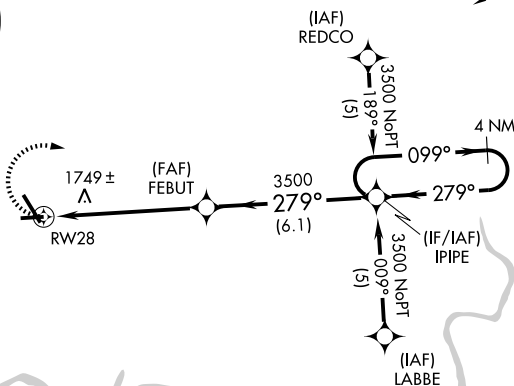
UNICOM

122.95

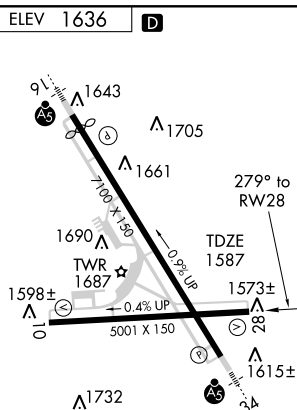


Procedure NA for arrivals at OXFORD via V542 Eastbound.

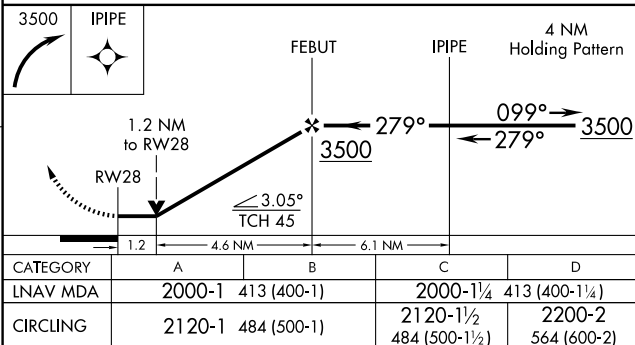
4200
256°
(9)

 Δ_{2564}

Procedure NA for arrivals at NOSEE via V29 Southbound and V576 Westbound.



REIL Rwy 28
MIRL Rwy 10-28 **L**
HIRL Rwy 16-34 **L**



BINGHAMTON, NEW YORK

Amdt 1 11 FEB10

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

42° 13'N - 75° 59'W

RNAV (GPS) RWY 28

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

MISSED APPROACH:
Climb to 3900 direct
SOCOP and hold.

UNICOM
122.95

ELEV 1636

D

AS 1643
 Δ 1705
 Δ 1661
 1690 Δ
 TWR 1687 ☆
 1598± Δ
 1573± Δ
 1615± Δ
 Δ 1732 TDZE 1600
 AS
 S

700 X 150
 600 X 150
 5001 X 150

← 0.9% UP
 ← 0.4% UP

REIL Rwy 28
 MIRL Rwy 10-28 **L**
 HIRL Rwy 16-34 **L**

340° to RWY 34

2120-1½	2200-2
---------	--------

RNAV (GPS) RWY 34

VORTAC CFB 112.2 Chan 59	APP CRS 260°	Rwy Idg 5001 TDZE 1587 Apt Elev 1636
--	------------------------	---

BINGHAMTON/
GREATER BING

VOR/DME RWY 28
ON/EDWIN A. LINK FIELD (BGM)

T When local altimeter setting not received, use Ithaca altimeter setting and increase all MDA 140 feet, S-28 Cat C and Circling Cat C and D visibility $\frac{1}{4}$ mile and S-28 Cat D visibility $\frac{1}{2}$ mile.

MISSED APPROACH: Climb to 3500
direct CFB VORTAC and hold.

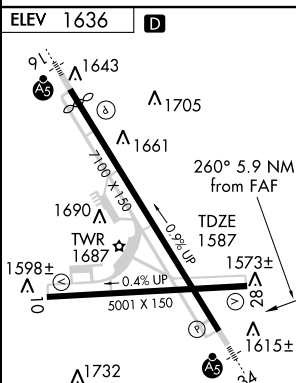
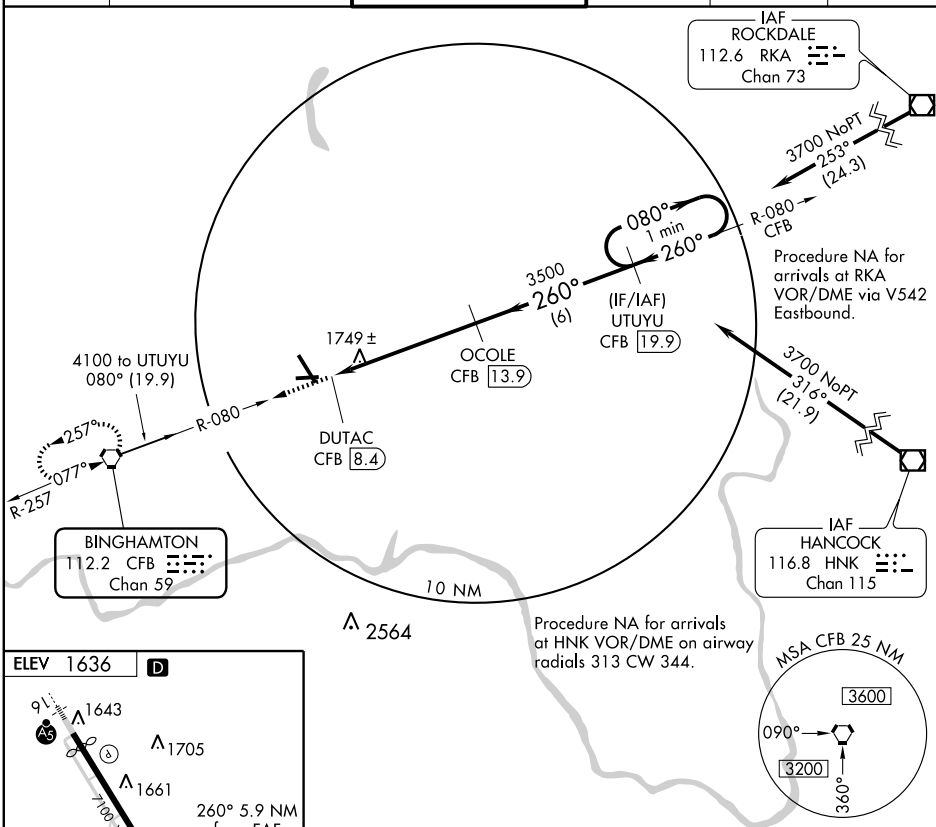
ATIS
128.15

BINGHAMTON APP CON ★
118.6 257.625

BINGHAMTON TOWER ★
119.3 (CTAF) **L** 239.25

GND CON
121,9

CLNC DEL
125.05

UNICOM
122.95

REIL Rwy 28
MIRL Rwy 10-28 **L**
HIRL Rwy 16-34 **L**

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

42° 13'N - 75° 59'W

VOR/DME RWY 28

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

Rwy Idg	5001
TDZE	1591
Apt Elev	1636

BINGHAMTON/
GREA

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

T

MISSED APPROACH: Climbing left turn to 3300 direct CFB VORTAC and hold.

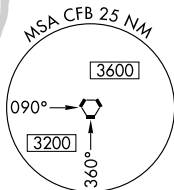
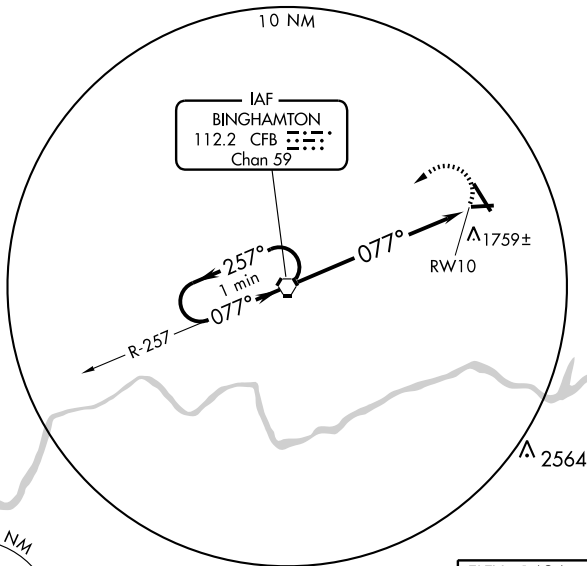
ATIS
128.15

BINGHAMTON APP CON ★
118.6 257.625

BINGHAMTON TOWER ★
119.3 (CTAF) **L** 239.25

GND CON
121.9

CLNC DEL
125.05

UNICOM
122.95

One Minute Holding Pattern

VORTAC

$$3300 \xleftarrow{257^\circ}$$

3300

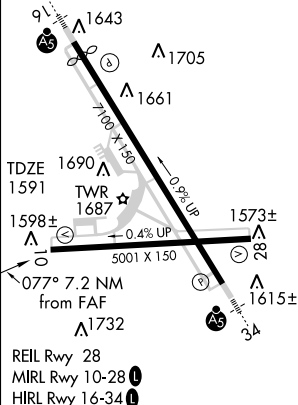
1

Diagram showing a rectangular block with a width of 5.8 nm and a height of 1.4 nm.

CATEGORY	A	B	C	D
S-10	2080-1	489 (500-1)	2080-1¼ 489 (500-¼)	2080-1½ 489 (500-½)
CIRCLING	2100-1	464 (500-1)	2100-1½ 464 (500-½)	2200-2 564 (600-2)

ELEV 1636

D



REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34

FAF to MAP 7.2 NM

Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

BINGHAMTON, NEW YORK
Amdt 6B 10042

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

42° 13'N - 75° 59'W

VOR or GPS RWY 10

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

BROCKPORT**LEDGEDALE AIRPARK** (7G0) 3 SE UTC-5(-4DT) N43°10.87' W77°54.93'

665 S4 FUEL 100LL, JET A NOTAM FILE BUF

RWY 10-28: H4204X75 (ASPH) S-12 MIRL

RWY 10: REIL. PAPI(P2L)—GA 4.0° TCH 36'. Tree.

RWY 28: REIL. PAPI(P2R)—GA 4.0° TCH 20'. Tree.

AIRPORT REMARKS: Attended 1500-2100Z†. For attendance other hrs Mon-Fri 585-637-5050. Deer on and invof arpt. Migratory birds on arpt in spring and fall. Rwy 10 REIL OTS indef. **ACTIVATE MIRL** Rwy 10-28, REIL Rwy 10 and Rwy 28, PAPI Rwy 10 and Rwy 28—CTAF.

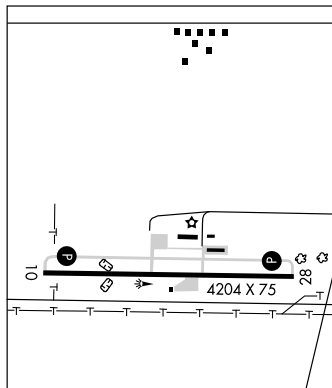
COMMUNICATIONS: CTAF 122.7 UNICOM 123.0

® ROCHESTER APP/DEP CON 123.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ROC.

ROCHESTER (L) VOR/DME 110.0 ROC Chan 37 N43°07.08'
W77°40.37' 302° 11.3 NM to fld. 549/12W.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services
1-888-766-8267.

**DETROIT**

L-31E, 32F

IAP

BROOKHAVEN

(See SHIRLEY)

BUFFALO**BUFFALO AIRFIELD** (9G0) 6 SE UTC-5(-4DT) N42°51.72' W78°43.00'

670 B S4 FUEL 100LL TPA-1500 (830) NOTAM FILE BUF

RWY 06-24: H2668X59 (ASPH) S-8 MIRL 0.3% up NE.

RWY 06: Brush. RWY 24: Fence.

AIRPORT REMARKS: Attended daylight hours. Deer on and invof arpt. 24 hrs self fuel with credit card. Rwy 06 218' safety area; Rwy 24 76' safe area. **ACTIVATE MIRL** Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.975

® BUFFALO APP DEP/CON 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

(H) VOR/DME 116.4 BUF Chan 111 N42°55.74' W78°38.78' 226° 5.1 NM to fld. 730/08W.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1-888-766-8267.**DETROIT**

L-301, 31E

IAP

APP CRS	Rwy Idg	4204
282°	TDZE	666
	Apt Elev	666

RNAV (GPS) RWY 28

BROCKPORT / LEDGEDALE AIRPARK (7G0)

▼ DME/DME RNP-0.3 NA.
▲ NA Use Rochester altimeter setting; when not received, use Buffalo altimeter setting and increase all MDAs 60 feet and LNAV Cat. D visibility ¼ mile.

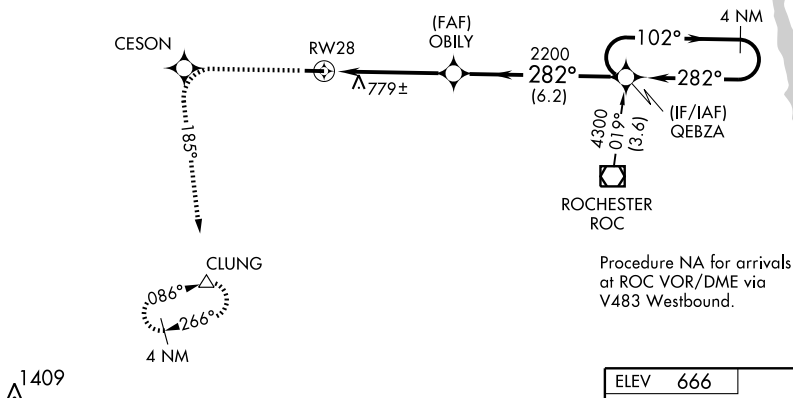
MISSED APPROACH: Climb to 3500 direct CESON and left turn via 185° track to CLUNG and hold.

ROCHESTER ASOS
124.825

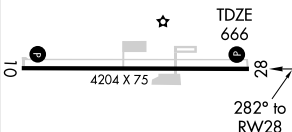
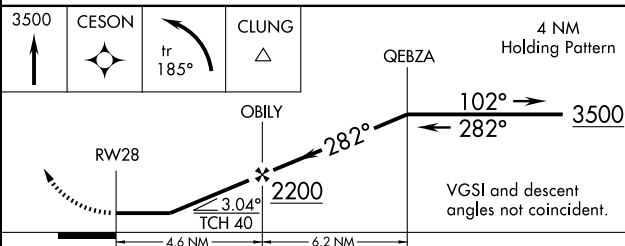
ROCHESTER APP CON
123.7 322.3

CTAF
122.7 0

UNICOM
123.0



Procedure NA for arrivals at ROC VOR/DME via V483 Westbound.

ELEV **666**

CATEGORY	A	B	C	D
LNAV MDA	1080-1	414 (500-1)	1080-1¼	414 (500-1¼)
CIRCLING	1160-1	494 (500-1)	1160-1½	1220-2
			494 (500-1½)	554 (600-2)

MIRL Rwy 10-28 **0**
 REIL Rwy 10 and 28 **0**

BROCKPORT**LEDGEDALE AIRPARK** (7G0) 3 SE UTC-5(-4DT) N43°10.87' W77°54.93'

665 S4 FUEL 100LL, JET A NOTAM FILE BUF

RWY 10-28: H4204X75 (ASPH) S-12 MIRL

RWY 10: REIL. PAPI(P2L)—GA 4.0° TCH 36'. Tree.

RWY 28: REIL. PAPI(P2R)—GA 4.0° TCH 20'. Tree.

AIRPORT REMARKS: Attended 1500-2100Z†. For attendance other hrs Mon-Fri 585-637-5050. Deer on and invof arpt. Migratory birds on arpt in spring and fall. Rwy 10 REIL OTS indef. **ACTIVATE MIRL** Rwy 10-28, REIL Rwy 10 and Rwy 28, PAPI Rwy 10 and Rwy 28—CTAF.

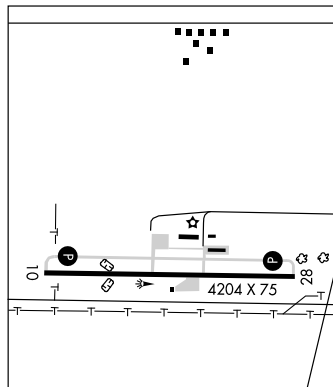
COMMUNICATIONS: CTAF 122.7 UNICOM 123.0

® ROCHESTER APP/DEP CON 123.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ROC.

ROCHESTER (L) VOR/DME 110.0 ROC Chan 37 N43°07.08'
W77°40.37' 302° 11.3 NM to fld. 549/12W.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services
1-888-766-8267.

**DETROIT**

L-31E, 32F

IAP

BROOKHAVEN

(See SHIRLEY)

BUFFALO**BUFFALO AIRFIELD** (9G0) 6 SE UTC-5(-4DT) N42°51.72' W78°43.00'

670 B S4 FUEL 100LL TPA-1500 (830) NOTAM FILE BUF

RWY 06-24: H2668X59 (ASPH) S-8 MIRL 0.3% up NE.

RWY 06: Brush. RWY 24: Fence.

AIRPORT REMARKS: Attended daylight hours. Deer on and invof arpt. 24 hrs self fuel with credit card. Rwy 06 218' safety area; Rwy 24 76' safe area. **ACTIVATE MIRL** Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.975

® BUFFALO APP DEP/CON 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

(H) VOR/DME 116.4 BUF Chan 111 N42°55.74' W78°38.78' 226° 5.1 NM to fld. 730/08W.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1-888-766-8267.**DETROIT**

L-301, 31E

IAP

APP CRS
239°

Rwy Idg	2668
TDZE	670
Apt Elev	670

RNAV (GPS) RWY 24

BUFFALO AIRFIELD (9G0)

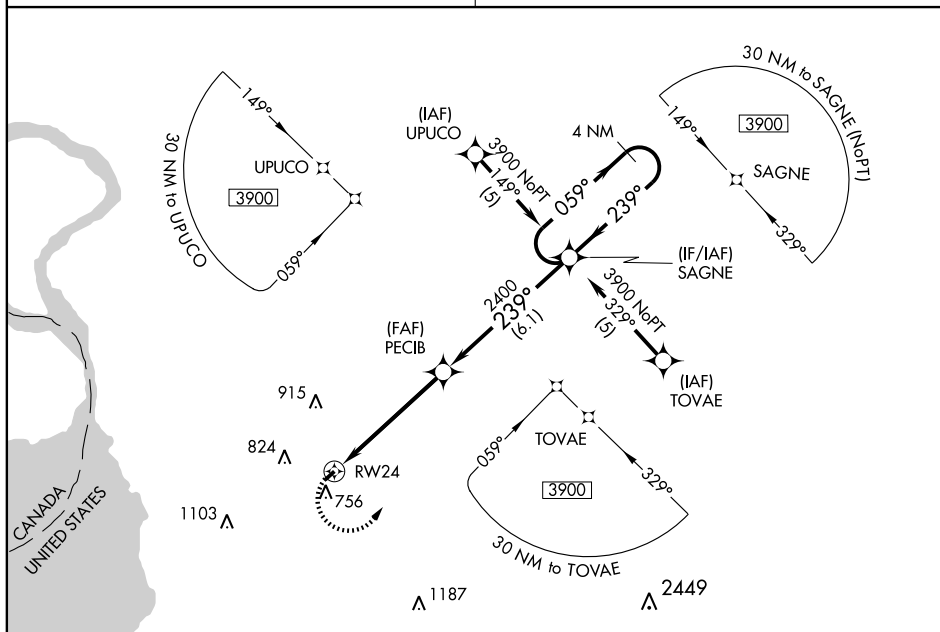


Use Buffalo Niagara Intl altimeter setting, when not received, use Niagara Falls altimeter setting and increase all MDA 60 feet. Procedure NA at night after 0200 local except by prior arrangement for Rwy lights. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 3900 direct SAGNE and hold, continue climb-in hold to 3900.

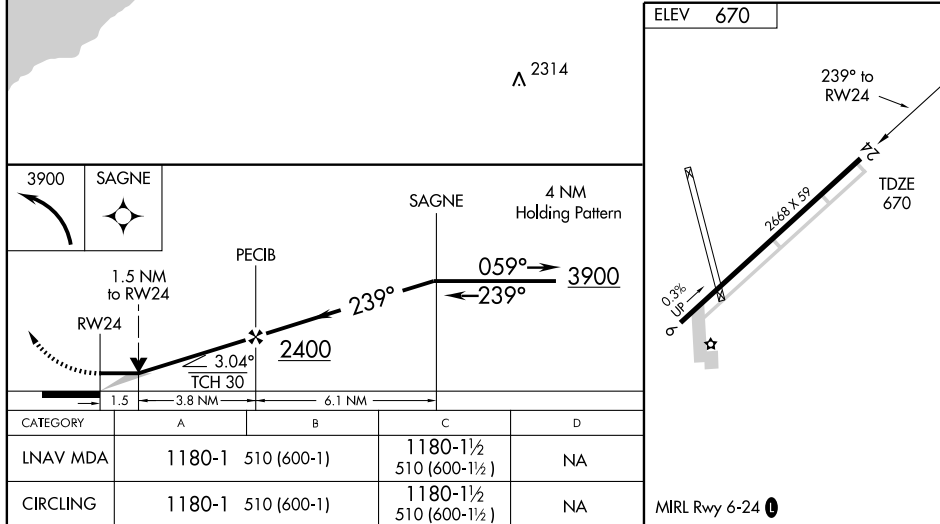
BUFFALO APP CON
126,15 263,125

UNICOM
122.975 (CTAF) **L**



NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010



BUFFALO, NEW YORK
Orig 08325

42°52'N - 78°43'W

BUFFALO AIRFIELD (9G0)

RNAV (GPS) RWY 24

AIRPORT DIAGRAM

ATIS
135.35
BUFFALO TOWER
120.5 257.8
GND CON
133.2 257.8
CLNC DEL
124.7 257.8

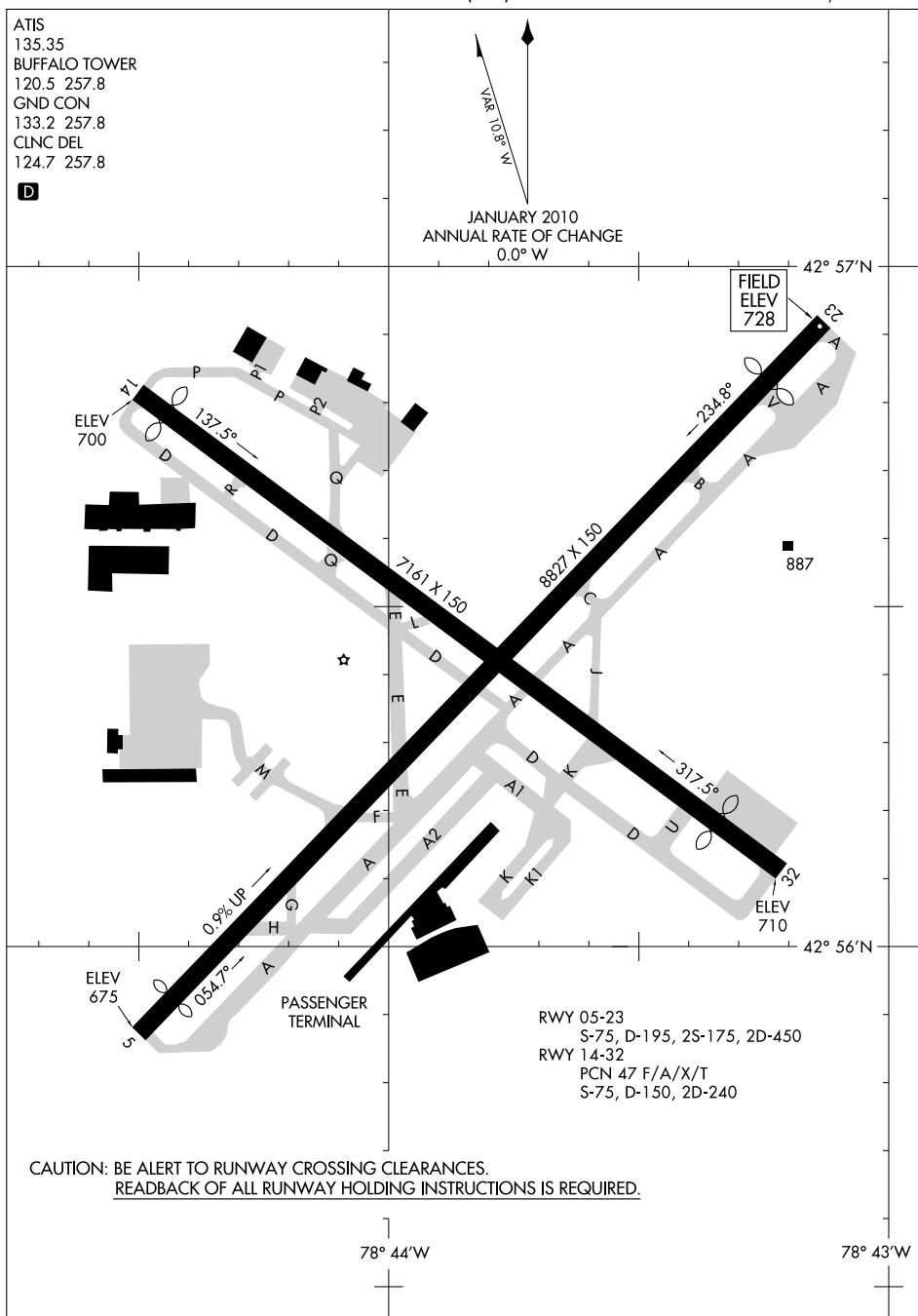
AL-65 (FAA)

BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010



AIRPORT DIAGRAM

10210

BUFFALO, NEW YORK
BUFFALO NIAGARA INTL (BUF)

BUFFALO NIAGARA INTL (BUF) 5 E UTC-5(-4DT) N42°56.43' W78°43.93'
 728 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D
 NOTAM FILE BUF

DETROIT

H-10H, 11B, L-31E

IAP, AD

RWY 05-23: H8827X150 (ASPH-GRVD) S-75, D-195, 2S-175,
 2D-450 HIRL CL
 RWY 05: MALSR. TDZL. Thld dsplcd 535'. Bldg. 0.9% up.
 RWY 23: ALSF2. TDZL. Thld dsplcd 725'. Tree.
 RWY 14-32: H7161X150 (ASPH-GRVD) S-75, D-150, 2D-240
 PCN 47 F/A/X/T HIRL
 RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Thld dsplcd 320'. Tree.
 RWY 32: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 54'. Thld dsplcd
 720'. Sign.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-8827 TODA-8827 ASDA-8292 LDA-7757
 RWY 14: TORA-7161 TODA-7161 ASDA-6441 LDA-6121
 RWY 23: TORA-8827 TODA-8827 ASDA-8292 LDA-7567
 RWY 32: TORA-7161 TODA-7161 ASDA-6841 LDA-6121

AIRPORT REMARKS: Attended continuously. Heavy concentration of gulls, blackbirds, and starlings up to 5000 ft on and in/ovf arpt. Deer on and in/ovf arpt. Twy K1 clsd 0200-1100Z† daily. Twy A SW runoff area/holding bay marked design group 3 acft (generally B727 or smaller), unavbl design group 4 (includes but not limited to B757, DC8). For fixed-base operator svcs ctc 131.75; for cargo svcs ctc 122.95. Rwy 23 ALSF2 unmonitored. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (716) 635-0532. WSP.

COMMUNICATIONS: D-ATIS 135.35

RCO 122.6 122.2 122.1R (BUFFALO RADIO)

Ⓡ APP DEP/CON 126.15 (053°-233°) 126.5 (234°-052°)

TOWER 120.5 GND CON 133.2 CLNC DEL 124.7 PRE-TAXI CLNC 124.7

AIRSPACE: CLASS C svc continuous, ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

(H) VOR/DME 116.4 BUF Chan 111 N42°55.74' W78°38.78' 288° 3.8 NM to fld. 730/08W.

VOR/DME unusable:

036°-261° blo 11,000'

276°-305° blo 6000'

262°-275° blo 2300'

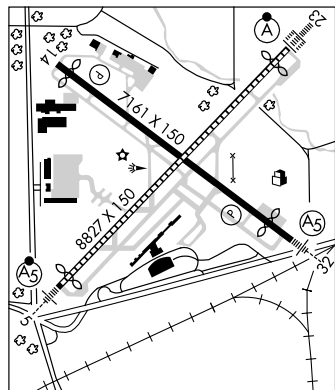
KLUMP NDB (LOM) 231 BU N43°00.01' W78°39.05' 234° 5.1 NM to fld.

PLAZZ NDB (LOM) 204 GB N42°52.43' W78°48.99' 052° 5.5 NM to fld.

ILS 111.3 I-BUF Rwy 23. Class IE. LOM KLUMP NDB. Glideslope unusable byd 5° rgt of course.

ILS 108.5 I-GBI Rwy 05. Class IA. LOM PLAZZ NDB.

ILS/DME 109.95 I-BNQ Chan 36(Y) Rwy 32.



CLARENCE AERODROME (D51) 5 NE UTC-5(-4DT) N43°04.00' W78°40.99'

DETROIT

589 NOTAM FILE BUF

RWY 10-28: 2500X67 (TURF) LIRL

RWY 10: Pole. RWY 28: Trees.

AIRPORT REMARKS: Unattended. Ultralights on and in/ovf arpt. Rwy 10-28 outlined with cones. ACTIVATE LIRL Rwy 10-28-122.7.

COMMUNICATIONS: CTAF/UNICOM 122.7

BUFFALO-LANCASTER RGNL (See LANCASTER)

BURRELLO-MECHANICVILLE (See MECHANICVILLE)

CALVERTON N40°55.78' W72°47.93' NOTAM FILE ISP.

NEW YORK

(L) VORW/DME 117.2 CCC Chan 119 219° 7.2 NM to Brookhaven. 86/13W.

COPTER

VOR portion unusable 280°-290° byd 25 NM.

H-10I, L-33B, 34I

CAMBRIDGE N42°59.66' W73°20.64' NOTAM FILE BTV.

NEW YORK

(L) VORW/DME 115.0 CAM Chan 97 159° 7.5 NM to Bennington State, Vt. 1490/14W.

H-11C, 12I, L-32G, 34J

HIWAS.

DME unusable 050°-130° beyond 20 NM below 9000'.

ATIS 135.35
CLNC DEL
124.7
GND CON
133.2 257.8
BUFFALO TOWER
120.5 257.8

LONDON
117.2 YXU
Chan 119
N43°02.29'
W81°08.91'
L-30-31, H-10-11

BUFFALO
116.4 BUF
Chan 111
N42°55.74'
W78°38.78'
L-31, H-10-11

TAKEOFF MINIMUMS:
All Rwys, STANDARD.

ROCHESTER
110.0 ROC
Chan 37
N43°07.08'
W77°40.37'
L-31-32, H-10-11-12

SYRACUSE
117.0 SYR
Chan 117
N43°09.63'
W76°12.27'
L-32, H-11-12

GENESEO
108.2 GEE
Chan 19
N42°50.06'
W77°43.97'
L-31-32, H-10-11-12

AYLMER
114.2 YQO
Chan 89
N42°42.40'
W80°53.27'
L-30, H-10-11

DUNKIRK
116.2 DKK
Chan 109
N42°29.43'
W79°16.45'
L-30, H-10

WELLSVILLE
111.4 ELZ
Chan 51
N42°05.38'
W77°59.97'
L-30-32, H-10-12

JAMESTOWN
114.7 JHW
Chan 94
N42°11.32'
W79°07.28'
L-30, H-10

STONYFORK
108.6 SFK
Chan 23
N41°41.72'
W77°25.19'
L-30, H-10-12

DRYER
113.6 DJB
Chan 83
N41°21.48'
W82°09.72'
L-30, H-10

BRADFORD
116.6 BFD
Chan 113
N41°47.18'
W78°37.16'
L-30

SLATE RUN
113.9 SLT
Chan 86
N41°30.77'
W77°58.21'
L-30, H-10-12

NOTE: RADAR Required.

NOTE: Chart not to scale.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TURBOJET AIRCRAFT:

TAKE-OFF RUNWAY 5: Climb via heading 053° until leaving 3000, thence. . .

TAKE-OFF RUNWAY 14: Climb via heading 136° until leaving 3000, thence. . .

TAKE-OFF RUNWAY 23: Climb via heading 233° until leaving 3000, thence. . .

TAKE-OFF RUNWAY 32: Climb via heading 316° until leaving 2000, thence. . .

NON-TURBOJET AIRCRAFT ONLY: Climb on assigned heading, thence. . .

. . . Expect vectors to filed route or depicted fix. Maintain 10,000' or assigned lower altitude.
Expect further clearance to requested altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLE NOTES

Rwy 5: Tree 648' from DER, 662' left of centerline, 65' AGL/751' MSL.
Trees beginning 697' from DER, 385' right of centerline, up to
100' AGL/787' MSL.

Rwy 23: Trees, Poles, Bldg, and Pump beginning 6' from DER, 290'
left of centerline, up to 40' AGL/721' MSL.
Tree 3317' from DER, 916' right of centerline, 68' AGL/759' MSL.



Rwy 32: Multiple Trees and a Bush beginning 141' from DER, 66' left
of centerline, up to 67' AGL/756' MSL.
Multiple Trees beginning 43' from DER, 90' right of centerline,
up to 66' AGL/752' MSL.

NE-2, 21 OCT 2010 to 18 NOV 2010

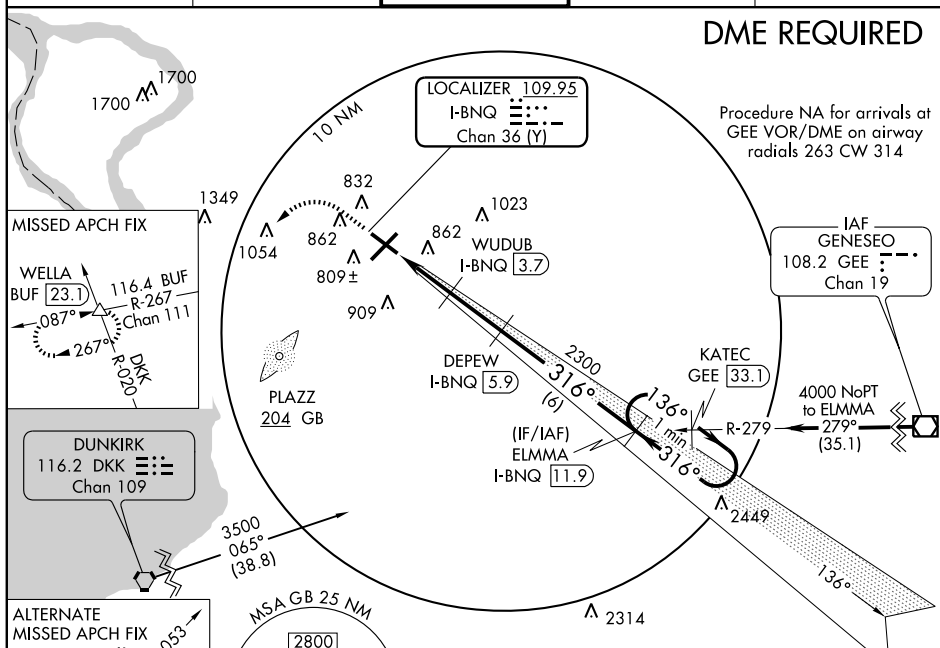
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BNQ <u>109.95</u> Chan 36 (Y)	APP CRS 316°	Rwy Idg TDZE Apt Elev	6121 714 728
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ILS or LOC/DME RWY 32
BUFFALO NIAGARA INTL (BUF)

				MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via heading 245° and BUF R-267 to WELLA INT/BUF 23.1 DME and hold.	
ATIS 135.35	BUFFALO APP CON 126.15 263.125	BUFFALO TOWER 120.5 257.8		GND CON 133.2 257.8	CLNC DEL 124.7 257.8

DME REQUIRED



ALTERNATE
MISSED APCH FIX

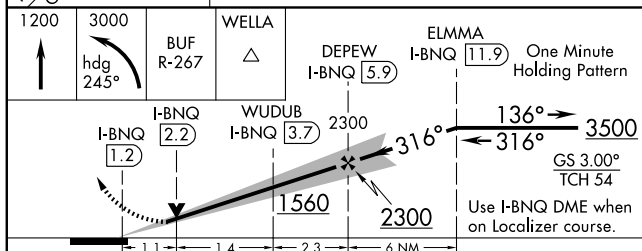
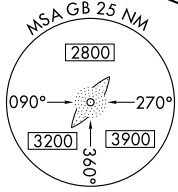
116.2 DKK
Chan 109

053°

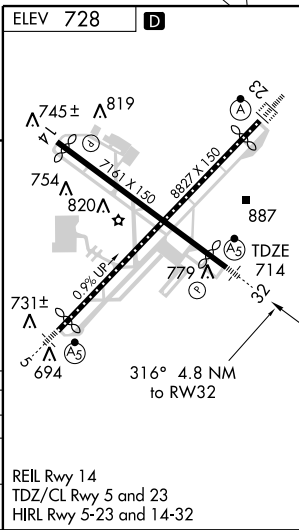
233°

LODIY
DKK 25

R-053



CATEGORY	A	B	C	D
S-ILS 32	938-½ 224 (300-½)			
S-LOC 32	1100-½ 386 (400-½)			1100-¾ 386 (400-¾)
CIRCLING	1200-1 472 (500-1)	1200-1½ 472 (500-1½)		1280-2 552 (600-2)



BUFFALO, NEW YORK
Orig-B 23SEP10

42°56'N-78°44'W

BUFFALO NIAGARA INTL (BUF)

ILS or LOC/DME RWY 32

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

LOC I-BUF	APP CRS	Rwy Idg	8102
<u>111.3</u>	233°	TDZE	728
		Apt Elev	728

ILS or LOC RWY 23
BUFFALO NIAGARA INTL (BUF)

T For inoperative ALSF, increase S-LOC 23 Cat D visibility to RVR 5000.

ALSF-2

MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 via heading 300° and BUF R-267 to WELLA INT/BUF 23.1 DME and hold.

ATIS
135.35

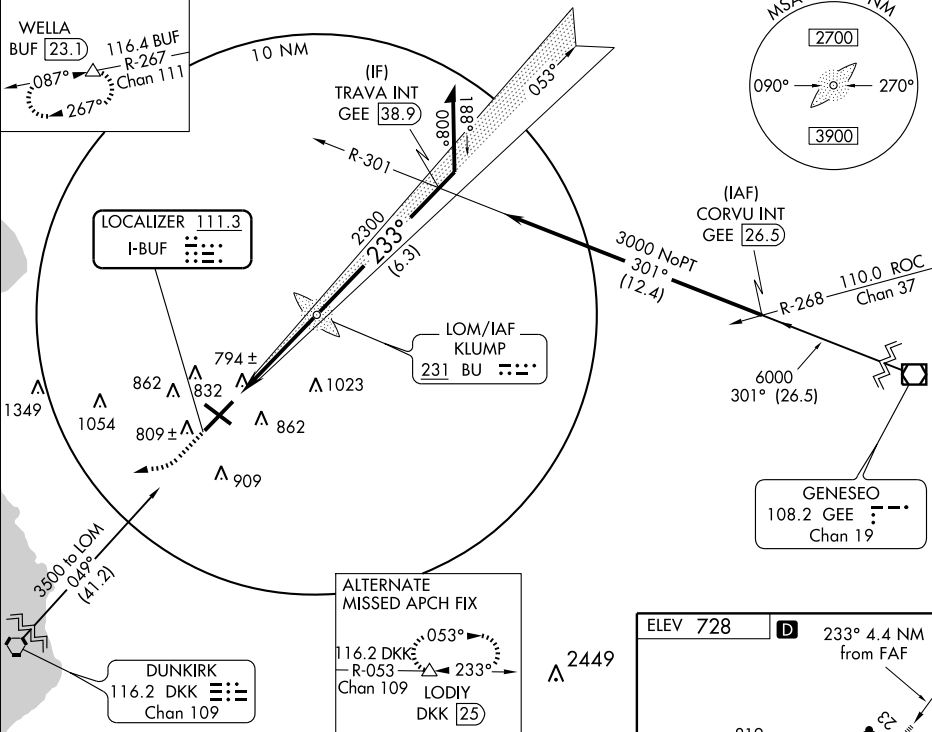
BUFFALO APP CON
126,15 263,125

BUFFALO TOWER
120.5 257.8

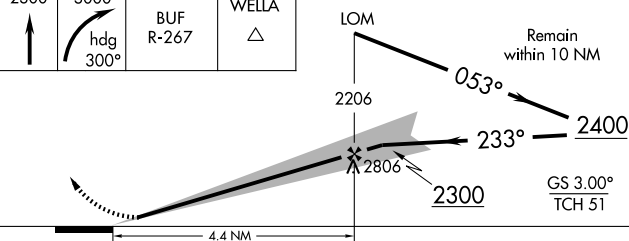
GND CON
133.2 257.8

CLNC DEL
124.7 257.8

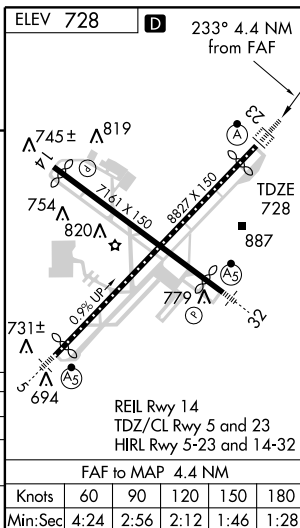
MISSED APCH FIX



2300 ↑	3000 hdg 300°	BUF R-267	WELLA △
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CATEGORY	A	B	C	D
S-LS 23	928/18 200 (200-½)			
S-LOC 23	1060/24 332 (400-½)			1060/40 332 (400-¾)
CIRCLING	1200-1	472 (500-1)	1200-1½ 472 (500-1½)	1280-2 552 (600-2)



BUFFALO, NEW YORK

Amdt 29 10266

42°56'N-78°44'W

BUFFALO NIAGARA INTL (BUF)

ILS or LOC RWY 23

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

WAAS CH 70311 W05A	APP CRS 053°	Rwy Idg 7757 TDZE 706 Apt Elev 728
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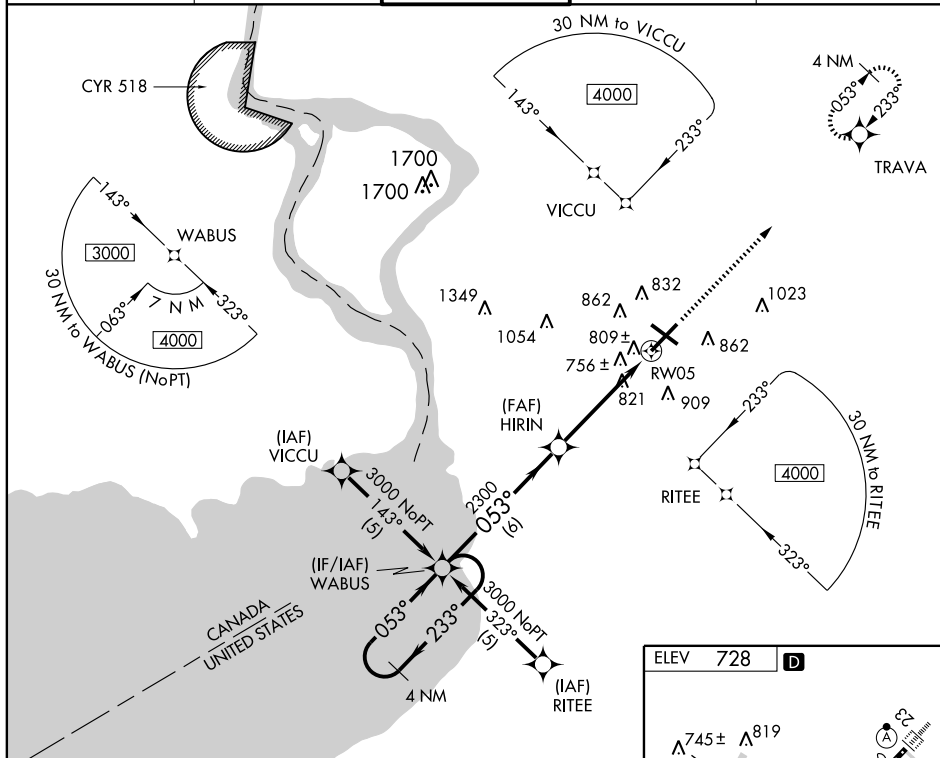
RNAV (GPS) RWY 5 BUFFALO NIAGARA INTL (BUF)

▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
For inoperative MALS R increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000.

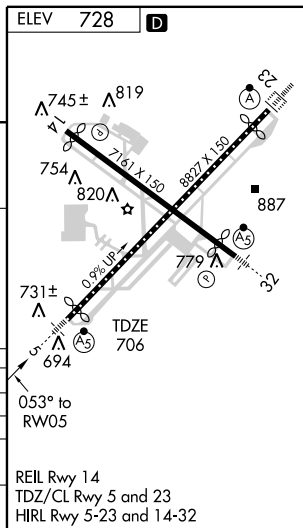


MISSED APPROACH: Climb to 3000 direct TRAVA and hold.

ATIS 135.35	BUFFALO APP CON 126.15 263.125	BUFFALO TOWER 120.5 257.8	GND CON 133.2 257.8	CLNC DEL 124.7 257.8
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<p>4 NM Holding Pattern</p> <p>WABUS</p> <p>3000 ← 233° → 053° →</p> <p>GS 3.00° TCH 45*</p> <p>*at Displ Thld 53 at Rwy End.</p> <p>2300</p> <p>HIRIN</p> <p>↑ 1.1 NM to RW05</p> <p>↑ LNAV only</p> <p>3000 TRAVA</p> <p>6 NM 3.8 NM 1.1</p>				
CATEGORY	A	B	C	D
LPV DA	973/24		267 (300-½)	
LNAV/VNAV DA	1026/40		320 (400-¾)	
LNAV MDA	1080/24		374 (400-½)	
CIRCLING	1200-1¼ 472 (500-1¼)		1200-1½ 472 (500-1½)	
			1280-2 552 (600-2)	



APP CRS	Rwy Idg	6121
136°	TDZE	711
	Apt Elev	728

RNAV (GPS) RWY 14
BUFFALO NIAGARA INTL (BUF)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
When VGS1 INOP, Straight-in Rwy 14 and Circling
Rwy 14/32 NA at night.
No Arrival at SUSKE on V2-43 westbound.

MISSED APPROACH: Climb to 3500 direct WALES WP and hold.

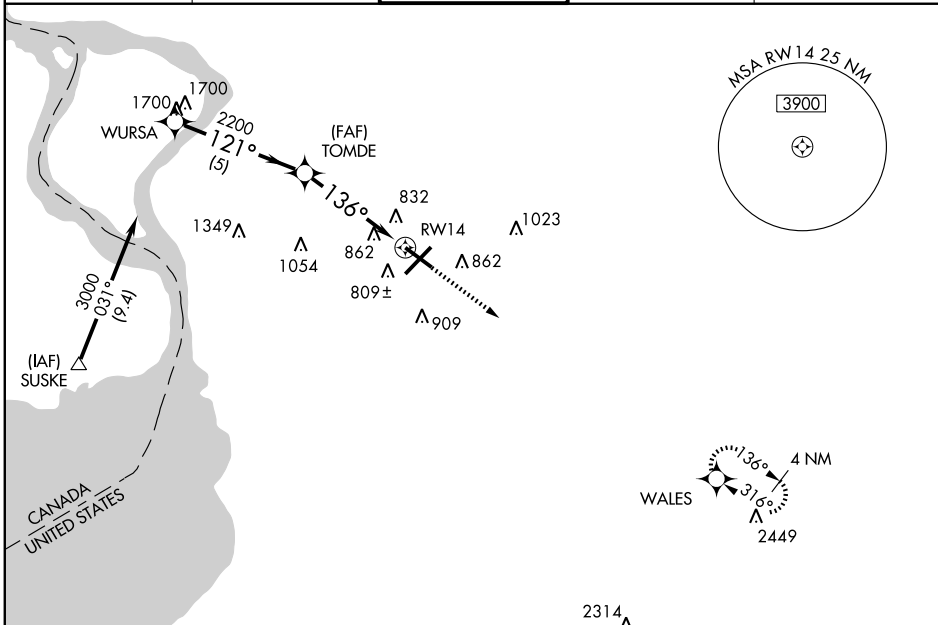
ATIS
135.35

BUFFALO APP CON
126,15 263,125

BUFFALO TOWER
120.5 257.8

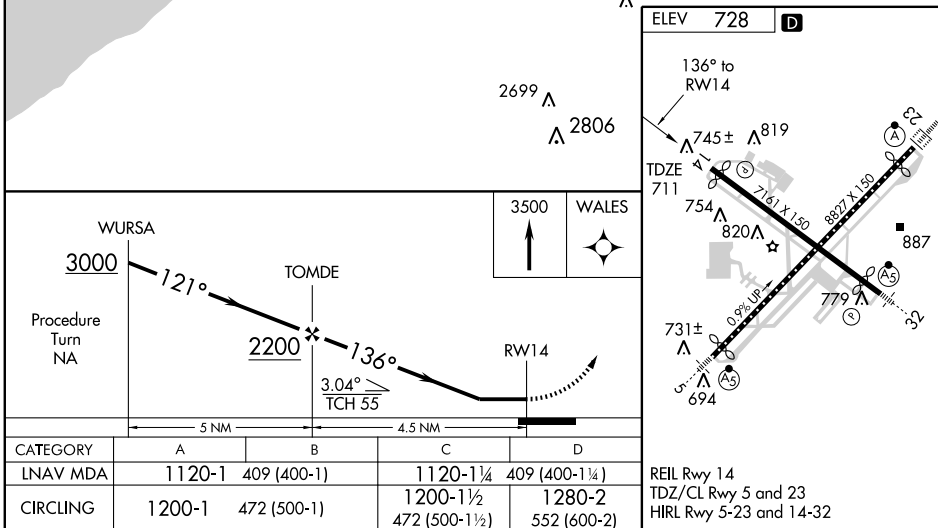
GND CON
133.2 257.8

CLNC DEL
124.7 257.8



NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010



BUFFALO, NEW YORK
Orig-B 10266

42°56'N-78°44'W

BUFFALO NIAGARA INTL (BUF)
RNAV (GPS) RWY 14

WAAS CH 81811 W32A	APP CRS 316°	Rwy Idg 6121 TDZE 714 Apt Elev 728
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RNAV (GPS) RWY 32

BUFFALO NIAGARA INTL (BUF)

T DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).
For inoperative MALSR increase LPV all Cats visibility to 1 mile.

MALSR



MISSED APPROACH: Climb to 3000 direct TOMDE and via 239° track to SUSKE and hold.

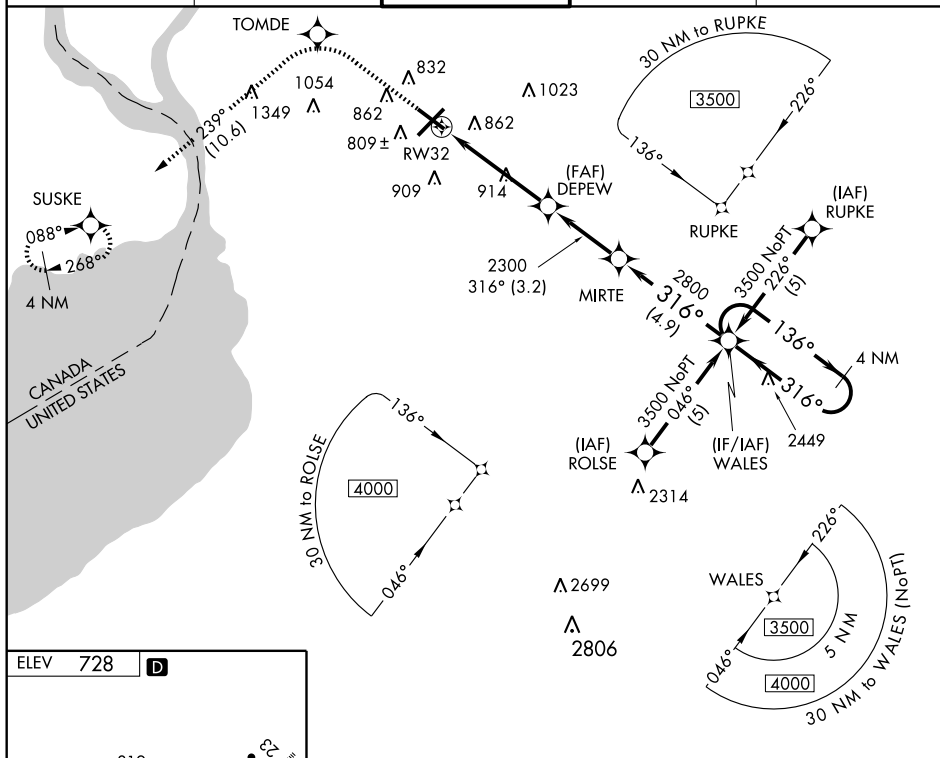
ATIS
135.35

BUFFALO APP CON
126.15 263.125

BUFFALO TOWER
120.5 257.8

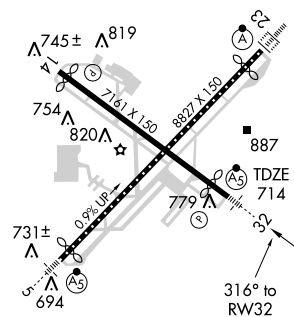
GND CON
133.2 257.8

CLNC DEL
124.7 257.8



ELEV 728

D



REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

3000 ↑	TOMDE ✱	tr 239°	SUSKE ✱				
* LNAV only.				4 NM Holding Pattern 136° → 3500 ← 316°			
RW32 * 1.4 NM to RW32 1.4 3.3 3.2 4.9 NM				DEPEW 2300 2800 316° 136° GS 3.00° TCH 54			
CATEGORY	A		B		C		D
LPV DA	1003-½ 289 (300-½)						
LNAV/ VNAV DA	1146-1 432 (500-1)						
LNAV MDA	1220-½ 506 (500-½)			1220-1		506 (500-1)	
CIRCLING	1220-1 ½ 492 (500-1½)					1280-2 552 (600-2)	

BUFFALO, NEW YORK

Amdt 1 10266

42°56'N-78°44'W

BUFFALO NIAGARA INTL (BUF)

RNAV (GPS) RWY 32

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

CAMBRIDGE

CHAPIN FLD (1B8) 2 N UTC-5(-4DT) N43°03.16' W73°21.79'

NEW YORK

508 S2 NOTAM FILE BTU

RWY 05-23: 2130X65 (TURF)

RWY 05: Trees. **RWY 23:** Trees.

RWY 07-25: 2100X63 (TURF)

RWY 07: REIL. Thld dspcd 222'. Railroad. **RWY 25:** Thld dspcd 306'. Road.

AIRPORT REMARKS: Unattended. Rwy 05-23 width varies from 65'-80' based on mowing. Rwy 05-23 and Rwy 07-25 soft and wet Mar-Jun. Lgtd 5' fence at Rwy 25 end. Rwy 07 and Rwy 25 dspcd thld marked with striped cylinders.

COMMUNICATIONS: CTAF 122.9

CAMILLUS (NY2) 4N UTC-5(-4DT) N43°05.12' W76°17.56'

NEW YORK

405 B NOTAM FILE BUF

L-32F

RWY 10-28: H3970X60 (ASPH) LIRL(NSTD)

RWY 10: Trees. **RWY 28:** Building.

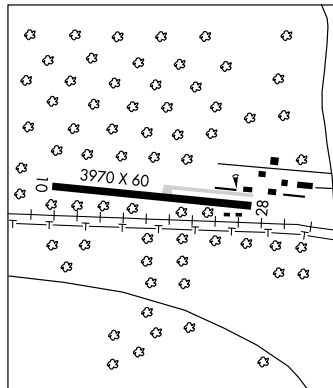
AIRPORT REMARKS: Unattended. Rwy 10-28 terrain drops off 3' to 4' along both sides of rwy on W end. Sheriff heliport adjacent to Rwy 28 thld. Rwy 10-28 NSTD LIRL due to location and spacing. ACTIVATE rotating bcn and LIRL Rwy 10-28—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

SYRACUSE (H) VORTACW 117.0 SYR Chan 117 N43°09.63' W76°12.27' 232° 5.9 NM to fld. 420/11W. **HIWAS.**

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.



CANANDAIGUA

CANANDAIGUA (D38) 3 NW UTC-5(-4DT) N42°54.43' W77°19.30'

DETROIT

814 B S4 **FUEL** 100LL NOTAM FILE BUF

L-31E, 32F

RWY 13-31: H3200X75 (ASPH) MIRL 0.4% up SE

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 20'. Brush.

RWY 31: REIL. PAPI(P2R)—GA 3.0° TCH 20'.

AIRPORT REMARKS: Attended irregularly. For services call 716-394-8651. For arpt conditions call 585-394-8651. ACTIVATE PAPI Rwy 13 and Rwy 31, and MIRL Rwy 13-31—CTAF. REILS ACTIVATED only when rwy lgts are on high intensity.

WEATHER DATA SOURCES: AWOS-3 118.675 (585) 396-5861.

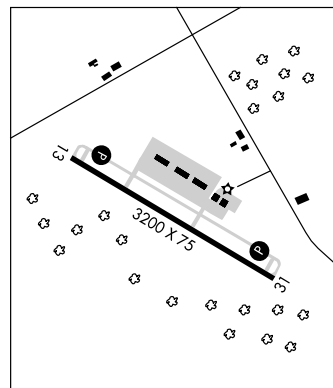
COMMUNICATIONS: CTAF/UNICOM 122.8

® **ROCHESTER APP/DEP CON** 119.55

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GENESEO (L) VOR/DME 108.2 GEE Chan 19 N42°50.06' W 77°43.97' 085° 18.7 NM to fld. 990/9W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.



CANARSIE N40°36.75' W73°53.67' NOTAM FILE JFK.

NEW YORK

(T) **VOR/DME** 112.3 CRI Chan 70 041° 1.7 NM to lead-in lgt Rwy 13L,

COPTER

13R John F. Kennedy Intl. 10/11W.

L-33B, 341

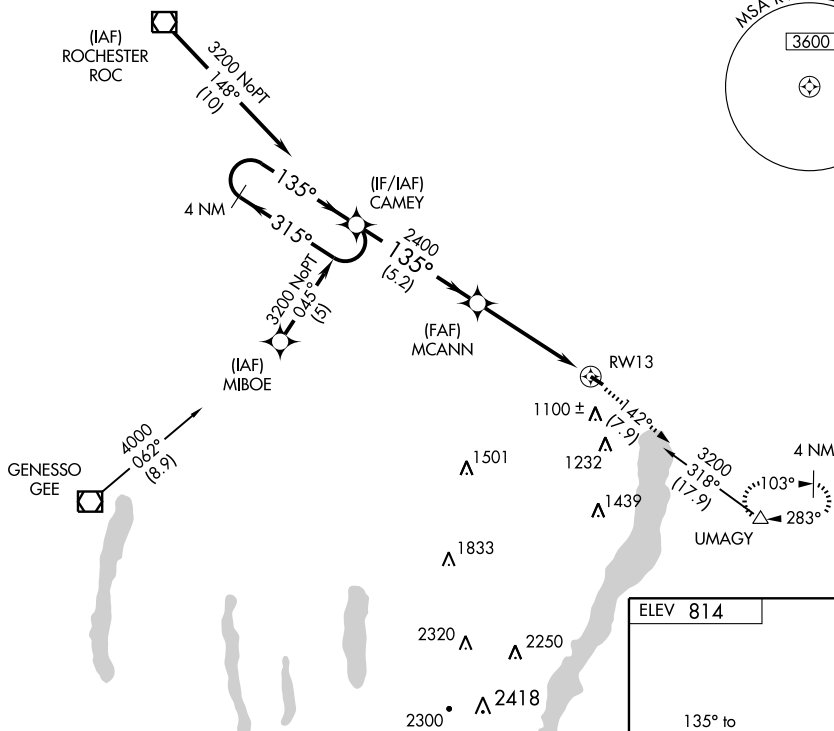
VOR/DME unusable 320°-005° blo 2500'.

RNAV (GPS) RWY 13

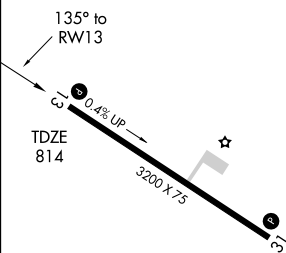
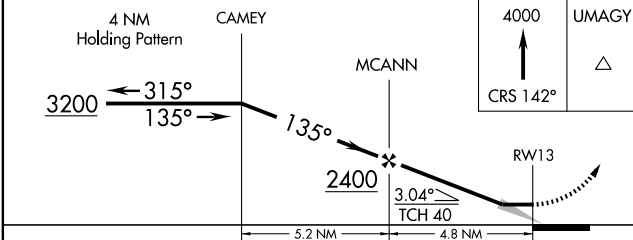
CANANDAIGUA (D38)

APP CRS
135°Rwy ldg **3200**
TDZE **814**
Apt Elev **814**

NA

Use Greater Rochester Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP 0.3 NA.MISSED APPROACH: Climb to 4000 via
142° course to UMACY WP and hold.AWOS-3
118.675ROCHESTER APP CON
119.55 269.6UNICOM
122.8 (CTAF) 0

ELEV 814

MIRL Rwy 13-31 0
REIL Rwy 13 and 31

CATEGORY	A	B	C	D
RNAV MDA	1360-1 546 (600-1)	1360-1½ 546 (600-1½)	1360-2 546 (600-2)	NA
CIRCLING	1540-1 726 (800-1)	1540-2 726 (800-2)	1540-3 726 (800-3)	NA

VOR/DME GEE 108.2 Chan 19	APP CRS 085°	Rwy Idg TDZE Apt Elev N/A N/A 814
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VOR-A
CANANDAIGUA (D38)



Use Greater Rochester Intl altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct GEE VOR/DME and hold.

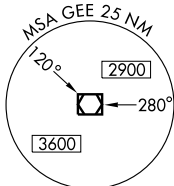
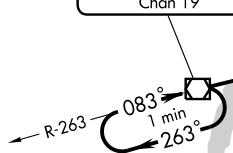
AWOS-3
118.675

ROCHESTER APP CON
119.55 269.6

UNICOM
122.8 (CTAF) 0

NoPT for arrival on GEE VOR/DME
airway radials 153 CW 018.

IAF
GENESEO
108.2 GEE
Chan 19

**DME or RADAR REQUIRED**One Minute
Holding Pattern3000 ← 263°
→ 083°

085°

2800

1580

13.5 NM

3.5 NM

1.5

CATEGORY	A	B	C	D
CIRCLING	1580-1 766 (800-1)	1580-1 ¼ 766 (800-1 ¼)	1580-2 ¼ 766 (800-2 ¼)	NA
DME MINIMUMS				
CIRCLING	1540-1 726 (800-1)	1540-2 726 (800-2)	NA	

SECKY
GEE 13.5
RADAR

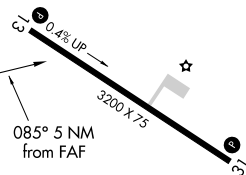
2000
3000

GEE
108.2

GEE 17

GEE 18.5

ELEV 814



MIRL Rwy 13-31
REIL Rwy 13 and 31

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CORTLAND CO-CHASE FLD (NØ3) 2 SW UTC-5(-4DT) N42°35.56' W76°12.89'

NEW YORK

1198 B S4 FUEL 100LL NOTAM FILE NØ3

L-32F

RWY 06-24: H3400X75 (ASPH) S-12 MRL 1.0% up SW

IAP

RWY 06: PAPI(P2L)—GA 4.0° TCH 40'. Tree.

RWY 24: REIL. PAPI(P2L)—GA 4.0° TCH 45'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2100Z, Unattended holidays. Heavy concentration of geese and gulls on and in/ov arpt during spring/fall. Self svc fuel avbl 24 hrs with credit card. ACTIVATE MRL Rwy 06-24, REIL Rwy 24, PAPI Rwy 06 and Rwy 24, and twy lgts—CTAF. Snow removal during day only.

WEATHER DATA SOURCES: AWOS-3 132.225 (607) 753-9784.**COMMUNICATIONS:** CTAF/UNICOM 122.8

GEORGETOWN RCO 122.1R 117.8T (BUFFALO RADIO)

BINGHAMTON APP CON 118.6 (S-SE) (1100-0500Z)

ELMIRA APP CON 124.3 (W) (1100-0500Z)

SYRACUSE APP CON 126.125 (N-NE)

NEW YORK CENTER APP CON 133.35 (0500-1100Z)

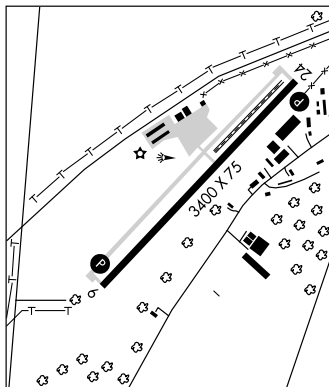
SYRACUSE DEP CON 126.125

RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.

ITHACA (L) VOR/DME 111.8 ITH Chan 55 N42°29.70'

W76°27.60' 072° 12.3 NM to fld. 1102/10W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.

**CREEKSIDE** (See HOLCOMB)**DANSVILLE MUNI** (DSV) 1 NW UTC-5(-4DT) N42°34.25' W77°42.78'

DETROIT

662 B S4 FUEL 100LL NOTAM FILE DSV

L-30I, 31E, 32F

RWY 14-32: H3500X100 (ASPH) S-30 MRL 0.7% up SE

IAP

RWY 14: VASI(V2L)—GA 3.0° TCH 53'. Road.

RWY 32: VASI(V4L)—GA 4.0° TCH 53'. Road.

RWY 18-36: H2443X100 (ASPH) S-30 MRL 0.9% up S

RWY 18: Thld displcd 165'. Tree.

RWY 36: Tree.

AIRPORT REMARKS: Attended 1300Z—dark. Extensive glider activity. Normal glider ops utilize rgt-hand pattern for the turf area to the rgt of Rwy 32; left hand pattern for the turf area to the left of Rwy 14. ACTIVATE MRL Rwy 14-32 and 18-36 and VASI Rwy 14 and 32—123.0.

WEATHER DATA SOURCES: ASOS 118.325 (585) 335-2380.**COMMUNICATIONS:** CTAF/UNICOM 123.0

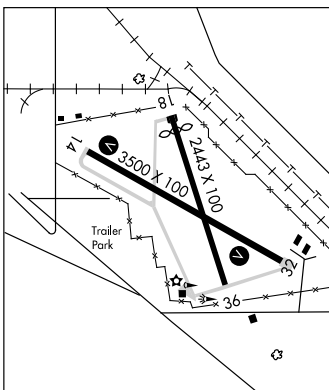
® ROCHESTER APP/DEP CON 123.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GENESE (L) VOR/DME 108.2 GEE Chan 19 N42°50.06'

W77°43.97' 186° 15.6 NM to fld. 990/09W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.

**DART** (See MAYVILLE)**DEER PARK** N40°47.51' W73°18.22' NOTAM FILE ISP.

NEW YORK

(L) VOR/DME 117.7 DPK Chan 124 245° 6.3 NM to Republic. 117/12W.

COPTER

VOR/DME unusable byd 25 NM blo 5000'

DME unusable 265°-274° byd 17 NM blo 5000'

275°-280°

281°-015° byd 17 NM blo 5000'

H-10I, L-33B, 34H

APP CRS	Rwy Idg	3400
059°	TDZE	1198
	Apt Elev	1198

GPS RWY 6

CORTLAND COUNTY-CHASE FIELD (NØ3)



MISSED APPROACH: Climb to
3600 direct UDDEL WP and hold.

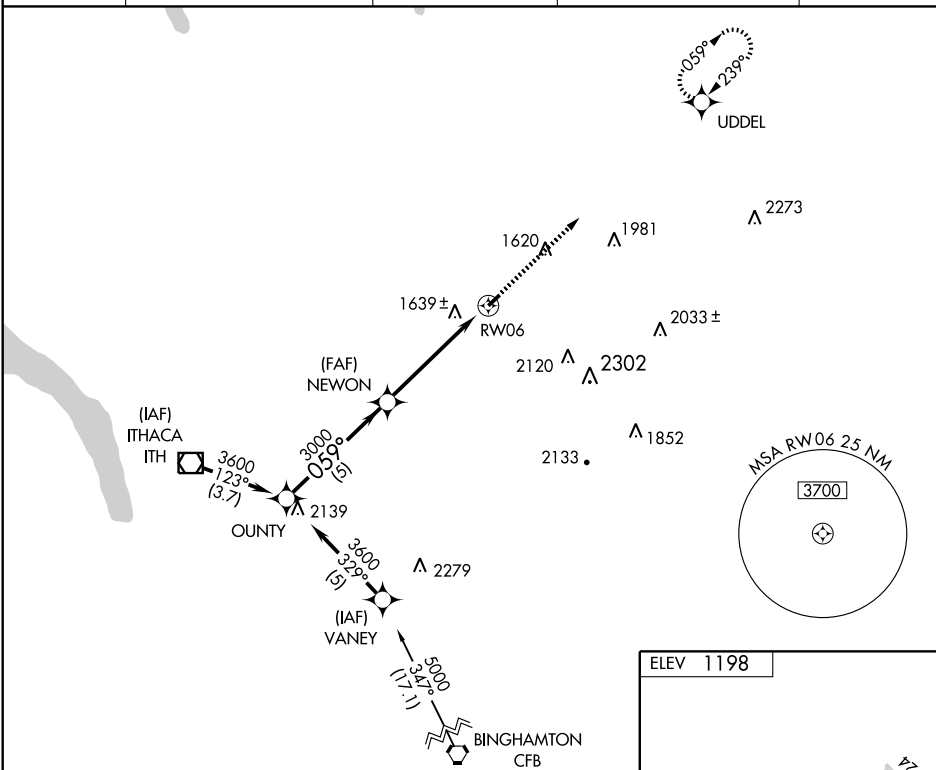
AWOS-3
132.225

BINGHAMTON APP CON ★
118.6 257.625

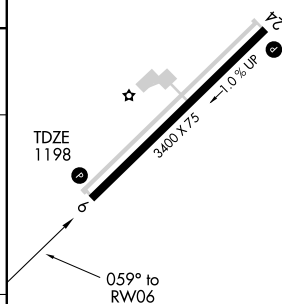
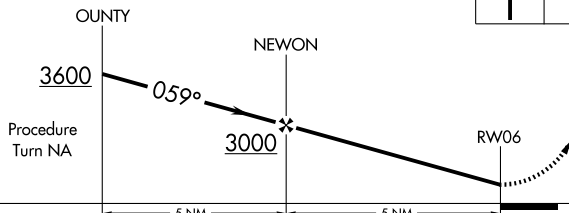
ELMIRA APP CON ★
124.3 257.8 (W)

SYRACUSE APP CON
126.125 269.125 (N-NE)

UNICOM
122.8 (CTAF) ①



ELEV 1198



CATEGORY	A	B	C	D
S-6	1900-1	702 (800-1)	1900-2 702 (800-2)	NA
CIRCLING	1940-1 742 (800-1)	1940-1¼ 742 (800-1¼)	1980-2¼ 782 (800-2¼)	NA

REIL Rwy 24 ①
MIRL Rwy 6-24 ①

APP CRS **239°**
 Rwy Idg **3400**
 TDZE **1192**
 Apt Elev **1198**

GPS RWY 24

CORTLAND COUNTY-CHASE FIELD (NØ3)



MISSED APPROACH: Climbing right turn to 3600 direct
 UDDEL WP and hold.

AWOS-3
132.225

BINGHAMTON APP CON ★
118.6 257.625

ELMIRA APP CON ★
124.3 257.8 (W)

SYRACUSE APP CON
126.125 269.125 (N-NE)

UNICOM
122.8 (CTAF) ①

△ 2610

(IAF)
 GEORGETOWN
 GGT

3600 NoPT
 257°
 (10.8)

(DOCLO)

2 NM to

TUHSY

(FAF)

TUHSY

1879 ±

1620

3 NM to

RW24

2900

(2)

1981

△ 2033 ±

△ 2120

△ 2302

△ 1852

2133

△ 2139

△ 2273

△ 239°

059°

1 min

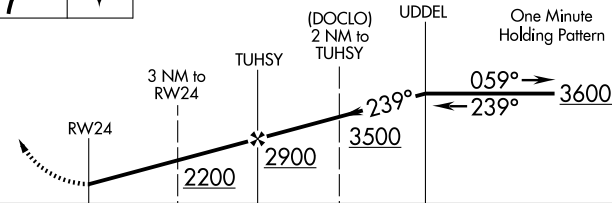
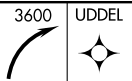
239°

(IAF) UDDEL

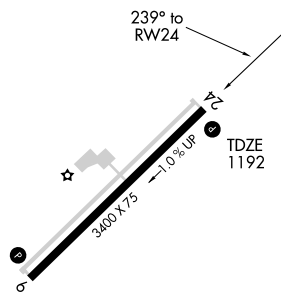
MSA RW24 25 NM

3700

ELEV 1198



CATEGORY	A	B	C	D
S-24	1880-1	688 (700-1)	1880-2 688 (700-2)	NA
CIRCLING	1940-1 742 (800-1)	1940-1¼ 742 (800-1¼)	1980-2¼ 782 (800-2¼)	NA



REIL Rwy 24 ①
 MIRL Rwy 6-24 ①

VORTAC CFB 112.2 Chan 59	APP CRS 002°	Rwy Idg TDZE Apt Elev	N/A N/A 1198
--	------------------------	-----------------------------	---

VOR or GPS-A
CORTLAND COUNTY-CHASE FIELD (N03)

T
A If local altimeter setting not received,
procedure not authorized.

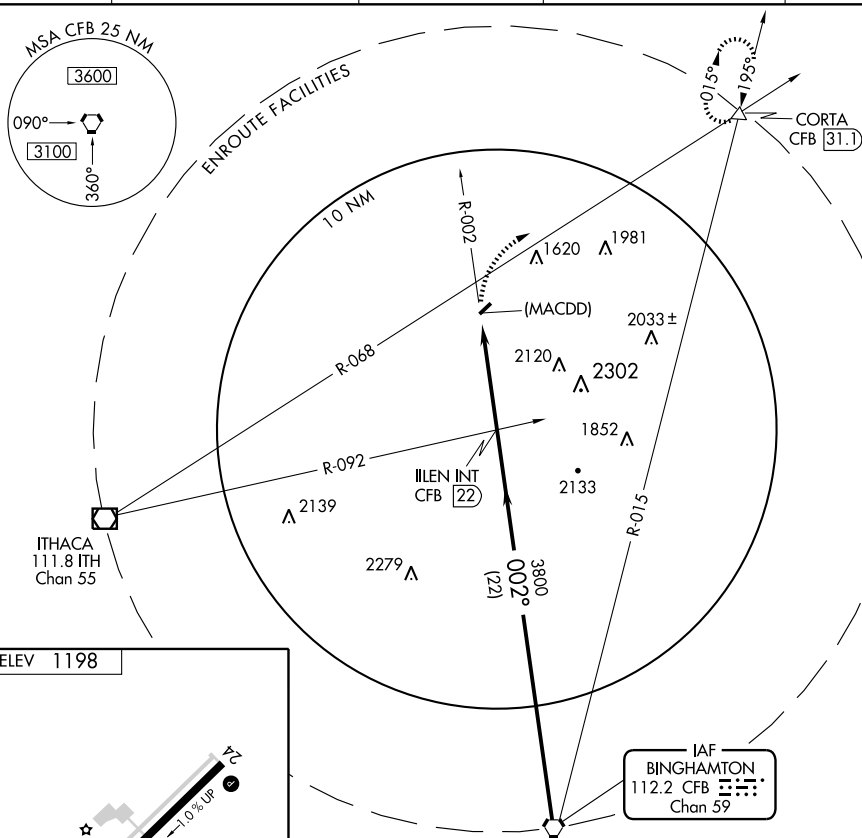
MISSED APPROACH: Climbing right turn to 4000 via ITH VOR/DME R-068 to CORTA Int/CFB 31.1 DME and hold.

AWOS-3
132,225

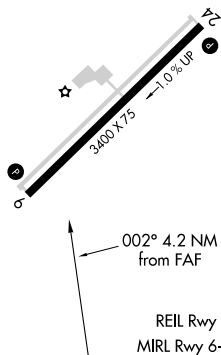
BINGHAMTON APP CON ★
118.6 257.625

ELMIRA APP CON ★
124.3 257.8 (W)

SYRACUSE APP CON
126.125 269.125 (N-N)

UNICOM
122.8 (CTAF) **L**

ELEV 1198



4000
ITH R-068

CORTA

IILEN INT
CFB 22

VORTAC

CFB 26.2

$$002^{\circ} \text{ ————— } \underline{3800}$$

Procedure
Turn NA

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY

A

B

C

D

CIRCLING

$$\begin{array}{r} 2280-1\frac{1}{4} \\ 082(1100-1\frac{1}{4}) \end{array}$$

2280-11
1082 (1100-

2280-3
1082 (1100-3)

NA

CORTLAND, NEW YORK

Orig-B 09295

CORTLAND COUNTY-CHASE FIELD (N03)

42°36'N - 76°13'W

VOR or GPS-A

NE-2: 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

CORTLAND CO-CHASE FLD (N03) 2 SW UTC-5(-4DT) N42°35.56' W76°12.89'

NEW YORK

1198 B S4 FUEL 100LL NOTAM FILE N03

L-32F

RWY 06-24: H3400X75 (ASPH) S-12 MRL 1.0% up SW

IAP

RWY 06: PAPI(P2L)—GA 4.0° TCH 40'. Tree.

RWY 24: REIL. PAPI(P2L)—GA 4.0° TCH 45'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2100Z, Unattended holidays. Heavy concentration of geese and gulls on and in/ov arpt during spring/fall. Self svc fuel avbl 24 hrs with credit card. ACTIVATE MRL Rwy 06-24, REIL Rwy 24, PAPI Rwy 06 and Rwy 24, and twy lgts—CTAF. Snow removal during day only.

WEATHER DATA SOURCES: AWOS-3 132.225 (607) 753-9784.**COMMUNICATIONS:** CTAF/UNICOM 122.8

GEORGETOWN RCO 122.1R 117.8T (BUFFALO RADIO)

BINGHAMTON APP CON 118.6 (S-SE) (1100-0500Z)

ELMIRA APP CON 124.3 (W) (1100-0500Z)

SYRACUSE APP CON 126.125 (N-NE)

NEW YORK CENTER APP CON 133.35 (0500-1100Z)

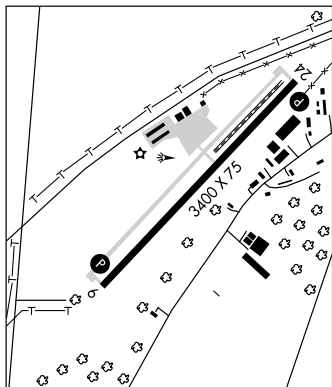
SYRACUSE DEP CON 126.125

RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.

ITHACA (L) VOR/DME 111.8 ITH Chan 55 N42°29.70'

W76°27.60' 072° 12.3 NM to fld. 1102/10W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.

**CREEKSIDE** (See HOLCOMB)**DANSVILLE MUNI** (DSV) 1 NW UTC-5(-4DT) N42°34.25' W77°42.78'

DETROIT

662 B S4 FUEL 100LL NOTAM FILE DSV

L-30I, 31E, 32F

RWY 14-32: H3500X100 (ASPH) S-30 MRL 0.7% up SE

IAP

RWY 14: VASI(V2L)—GA 3.0° TCH 53'. Road.

RWY 32: VASI(V4L)—GA 4.0° TCH 53'. Road.

RWY 18-36: H2443X100 (ASPH) S-30 MRL 0.9% up S

RWY 18: Thld displcd 165'. Tree.

RWY 36: Tree.

AIRPORT REMARKS: Attended 1300Z—dark. Extensive glider activity. Normal glider ops utilize rgt-hand pattern for the turf area to the rgt of Rwy 32; left hand pattern for the turf area to the left of Rwy 14. ACTIVATE MRL Rwy 14-32 and 18-36 and VASI Rwy 14 and 32—123.0.

WEATHER DATA SOURCES: ASOS 118.325 (585) 335-2380.**COMMUNICATIONS:** CTAF/UNICOM 123.0

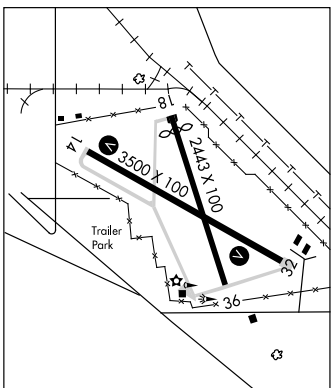
⑧ ROCHESTER APP/DEP CON 123.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GENESEO (L) VOR/DME 108.2 GEE Chan 19 N42°50.06'

W77°43.97' 186° 15.6 NM to fld. 990/09W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.

**DART** (See MAYVILLE)**DEER PARK** N40°47.51' W73°18.22' NOTAM FILE ISP.

NEW YORK

(L) VOR/DME 117.7 DPK Chan 124 245° 6.3 NM to Republic. 117/12W.

COPTER

VOR/DME unusable byd 25 NM blo 5000'

DME unusable 265°-274° byd 17 NM blo 5000'

275°-280°

281°-015° byd 17 NM blo 5000'

H-10I, L-33B, 34H

APP CRS	Rwy Idg	N/A
343°	TDZE	N/A
	Apt Elev	662

RNAV (GPS) - A

DANVILLE MUNI (DSV)

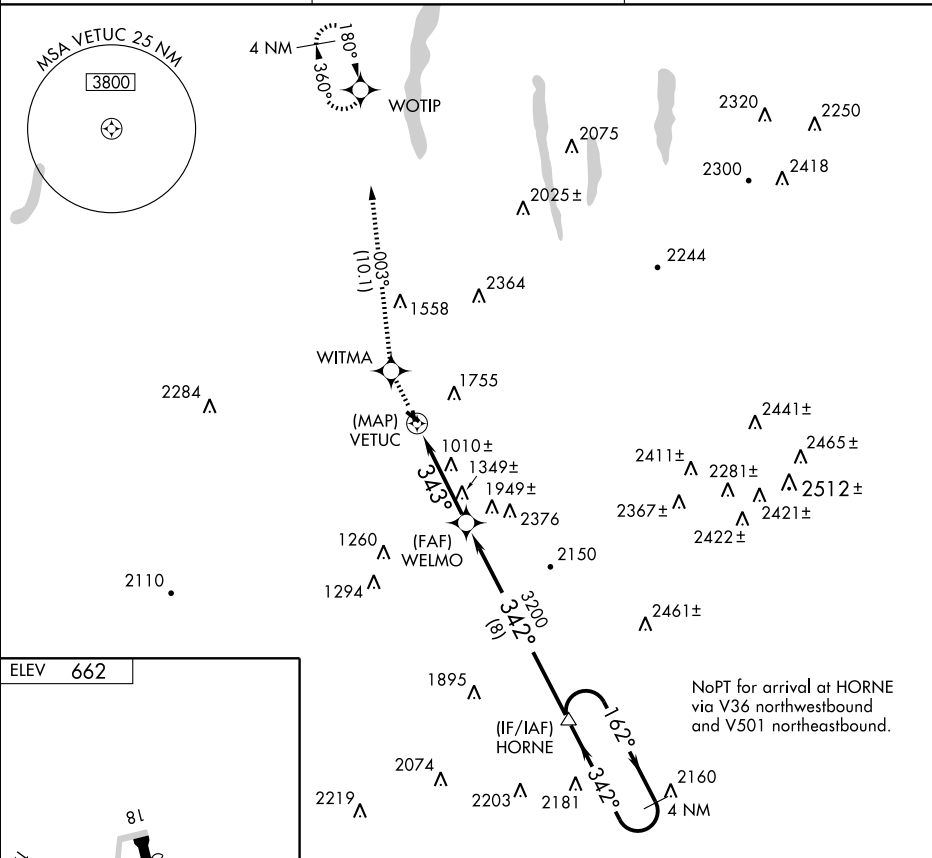
T DME/DME RNP-0.3 NA. Procedure NA at night.
A If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3300 direct WITMA and via 003° track to WOTIP and hold.

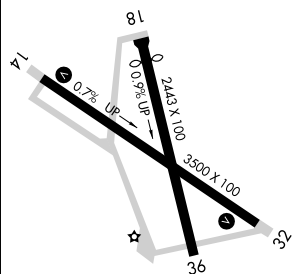
ASOS
118.325

ROCHESTER APP CON
123.7 322.3

UNICOM
123.0 (CTAF) **L**



ELEV	662
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MIRL Rwyys 14-32 and 18-36 **L**

Orig 09239

DANVILLE, NEW YORK

42° 34'N - 77° 43'W

DANSVILLE MUNI (DSV)

RNAV (GPS) - A

NE-2: 21 OCT 2010 to 18 NOV 2010

APP CRS **151°**
 Rwy Idg **3500**
 TDZE **635**
 Apt Elev **662**

RNAV (GPS) RWY 14

DANSVILLE MUNI (DSV)

▼ DME/DME RNP-0.3 NA. Procedure NA at night.
▲ If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

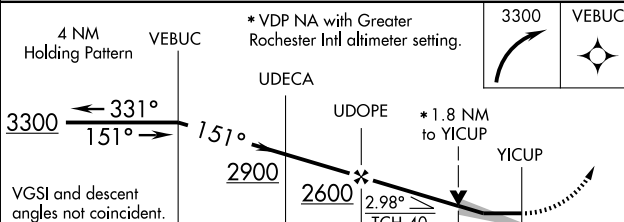
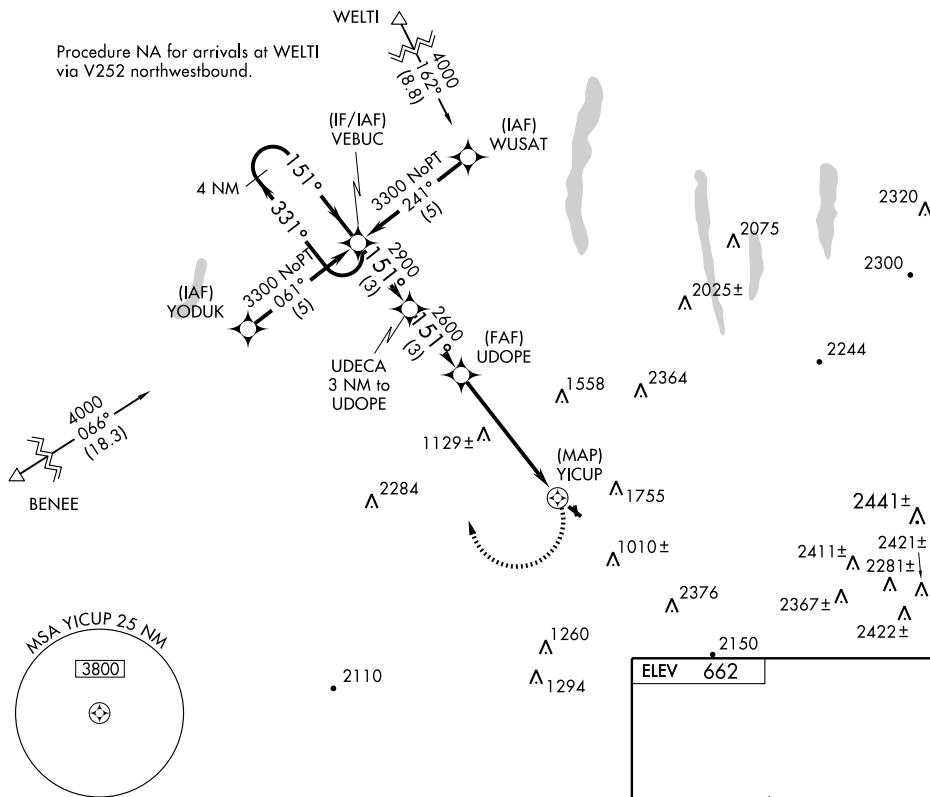
MISSED APPROACH: Climbing right turn to 3300 direct VEBUC and hold.

ASOS
118.325

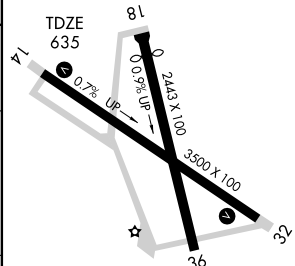
ROCHESTER APP CON
123.7 322.3

UNICOM
123.0 (CTAF) ①

Procedure NA for arrivals at WELTI via V252 northwestbound.



CATEGORY	A	B	C	D
LNAV MDA	1400-1 765 (800-1)	1400-1¼ 765 (800-1¼)	1400-2¼ 765 (800-2¼)	NA
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA



MIRL Rwy 14-32 and 18-36 ①

APP CRS **180°**
Rwy ldg **2278**
TDZE **657**
Apt Elev **662**

RNAV (GPS) RWY 18

DANSVILLE MUNI (DSV)

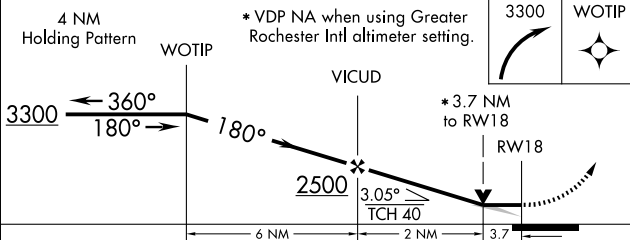
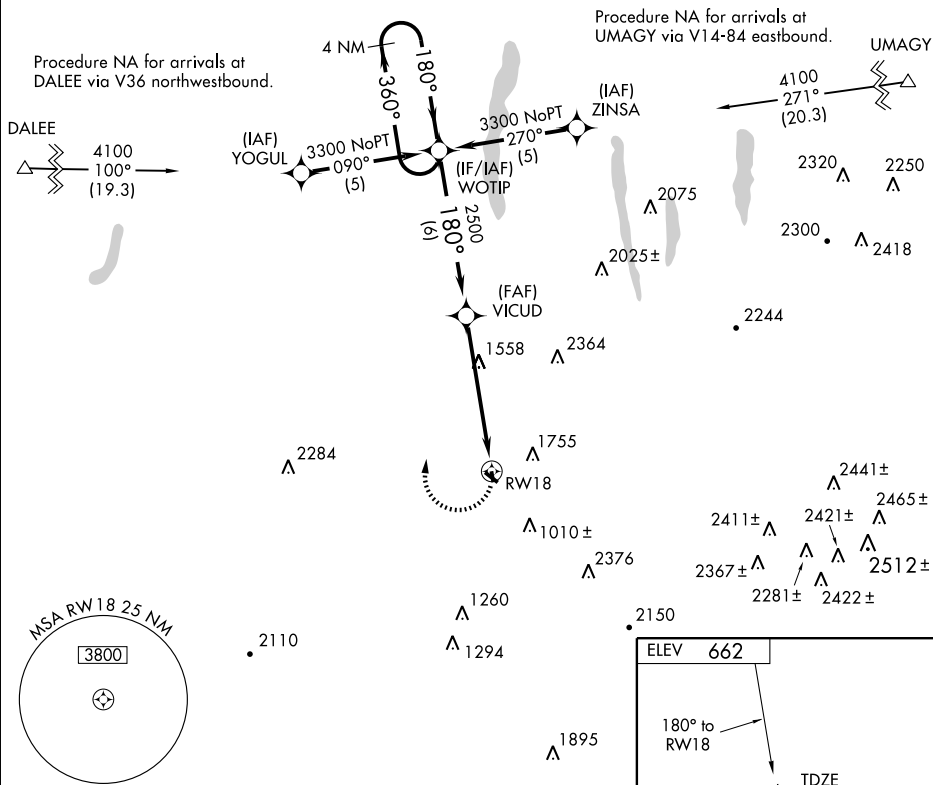
V DME/DME RNP-0.3 NA.
A If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3300 direct WOTIP and hold.

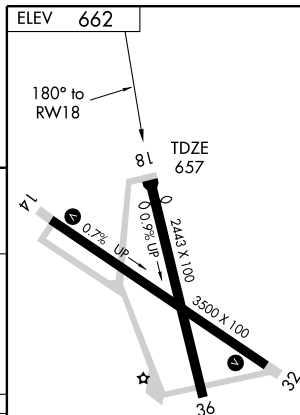
ASOS
118.325

ROCHESTER APP CON
123.7 322.3

UNICOM
123.0 (CTAF)



CATEGORY	A	B	C	D
RNAV MDA	1860-1¼ 1203 (1200-1¼)	1860-1½ 1203 (1200-1½)	1860-3 1203 (1200-3)	NA
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA



MIRL Rwy 14-32 and 18-36

160

NEW YORK

DEGRASSE

MOORES

(1E8) 3 N UTC−5(−4DT) N44°23.28′ W75°03.98′

MONTREAL

814 NOTAM FILE BTV

RWY 02–20: 2200X55 (TURF)

RWY 02: Trees. RWY 20: Trees

AIRPORT REMARKS: Unattended. Deer on and in vicinity of arpt. Rwy 20 52′ trees 263′ from thld crosses rwy width. Rwy 02 ditch outlets located 31′ from thld marked by cones. Rwy 20 starts at approximately 250′ from trees on rwy end.

COMMUNICATIONS: CTAF 122.9

DE LANCEY

N42°10.70′ W74°57.42′ NOTAM FILE BUF.

NEW YORK

(L) VORW/DME 112.1 DNY Chan 58 301° 21.8 NM to Sidney Muni. 2560/11W.

HIWAS. HIWAS OTS indef.

H–11C, 12H, L–33A

DOLGEVILLE

(1F6) 1 NE UTC−5(−4DT) N43°07.00′ W74°44.98′

NEW YORK

945 NOTAM FILE BUF

RWY 11–29: 1360X100 (TURF)

RWY 11: Road. RWY 29: Trees.

AIRPORT REMARKS: Unattended. There is no definite edge for Rwy 11 which is part of a playing fld. Athletics may be going on from Jun to Nov. Radio control airplanes invof rwy throughout the year. Rwy 11–29 soft and wet during spring.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1–888–766–8267.

DOWNTOWN MANHATTAN/WALL STREET HELIPORT

(See NEW YORK)

DRUM

N44°04.11′ W75°44.16′ NOTAM FILE GTB.

NEW YORK

NDB (MHW) 257 GTB 150° 1.1 NM to Wheeler Sack AAF.

L–32F

DUANESBURG

(4B1) 0 S UTC−5(−4DT) N42°45.50′ W74°07.97′

NEW YORK

710 TPA—1510(800) NOTAM FILE BTV

RWY 10–28: H2600X45 (ASPH)

RWY 10: Trees. RWY 28: Trees.

AIRPORT REMARKS: Attended daylight hours. Parachute jumping. Rwy 10–28 loose and broken asph and may have loose material, check with arpt management for current condition at 518–895–4184. Rwy 10 safety area has −20′ slope 25′ from thld.

COMMUNICATIONS: CTAF/UNICOM 123.0

DUNKIRK

N42°29.43′ W79°16.45′ NOTAM FILE BUF

DETROIT

(H) VORTAC 116.2 DKK Chan 109 at Chautauqua Co Dunkirk. 680/07W.

VOR portion unusable 120°–180° byd 22 NM blo 4000′.

DME portion unusable:

100°–169° byd 17 NM blo 4700′

191°–205° byd 17 NM blo 5500′

170°–190° byd 17 NM blo 7500′

206°–235° byd 17 NM blo 4500′

DUNKIRK

CHAUTAUQUA CO/DUNKIRK (DKK) 3 E UTC−5(−4DT) N42°29.60′ W79°16.32′

DETROIT

693 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE DKK

H–10H, L–30H

RWY 06–24: H5000X100 (ASPH–GRVD) S–45 HIRL

IAP

RWY 06: REIL. PAPI(P4L)—GA 3.0°. Trees. RWY 24: REIL. PAPI(P2L)—GA 3.0°. TCH 44′.

RWY 15–33: H4000X100 (ASPH) S–25 MIRL 0.8% up SE

RWY 15: PAPI(P4L)—GA 3.0°. TCH 36′. Tree. RWY 33: PAPI(P4L)—GA 3.1°. TCH 45′. Tree.

AIRPORT REMARKS: Attended 1300Z±–dusk. Deer and birds invof arpt. Ng't snow plowing not avbl. PPR for services after hrs, call FBO manager 716–366–6938. ACTIVATE HIRL Rwy 06–24 and MIRL Rwy 15–33, and PAPI Rwy 06, Rwy 24, Rwy 15 and Rwy 33, and REIL Rwy 06 and Rwy 24—CTAF.

WEATHER DATA SOURCES: ASOS 119.275 (716) 366–7664.

COMMUNICATIONS: CTAF/UNICOM 123.075

RCO 122.1R 116.2T (BUFFALO RADIO)

Ⓡ BUFFALO APP/DEP CON 126.5

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

DUNKIRK (H) VORTAC 116.2 DKK Chan 109 N42°29.43′ W79°16.45′ at fld. 680/07W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services on DKK VOR 122.1R,116.2T and 1–888–766–8267.

DUTCHESS CO

(See POUGHKEEPSIE)

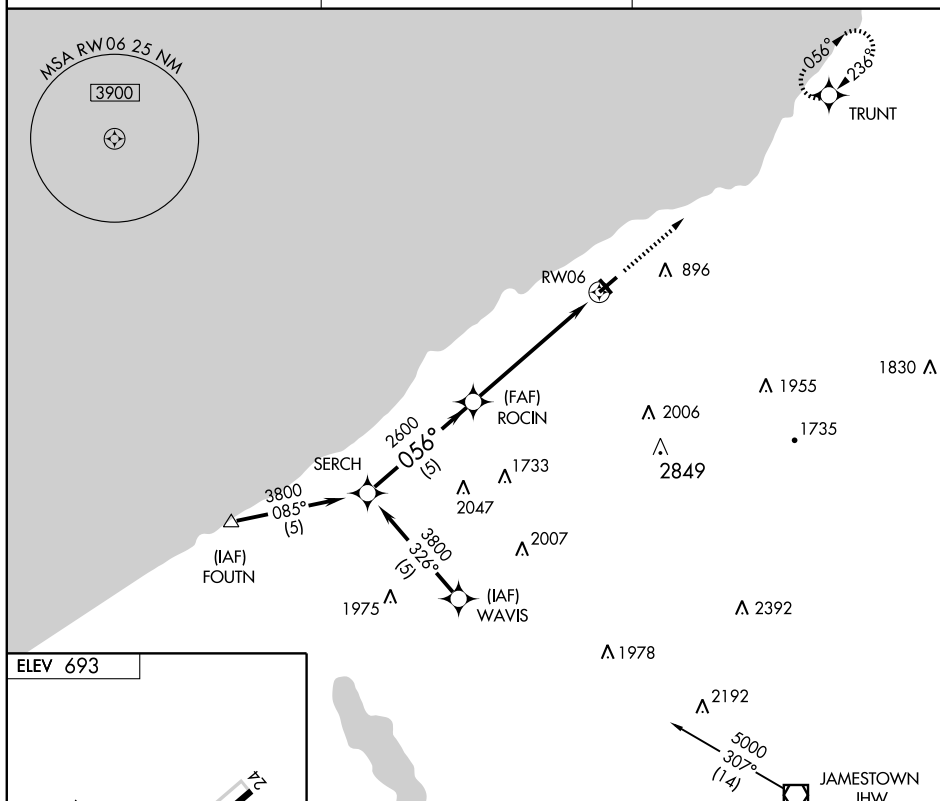
APP CRS 056°	Rwy Idg TDZE Apt Elev	5000 676 693
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GPS RWY 6

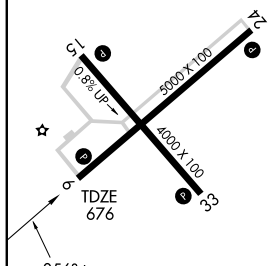
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)



MISSED APPROACH: Climb to 3800 direct TRUNT WP and hold.

ASOS
119.275BUFFALO APP CON
126.5 317.6UNICOM
123.075 (CTAF) **0**

ELEV 693

MIRLS Rwy 15-33 **0**REIL Rwy 6 and 24 **0**HIRL Rwy 6-24 **0**

DUNKIRK, NEW YORK

Orig 10210

CATEGORY	A	B	C	D
S-6	1160-1	484 (500-1)	1160-1½ 484 (500-1½)	1160-1½ 484 (500-1½)
CIRCLING	1220-1 527 (600-1)	1240-1 547 (600-1)	1280-1½ 587 (600-1½)	1540-2¾ 847 (900-2¾)

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

42°30'N-79°16'W

GPS RWY 6

NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS 236°	Rwy Idg TDZE Apt Elev	5000 676 693
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GPS RWY 24

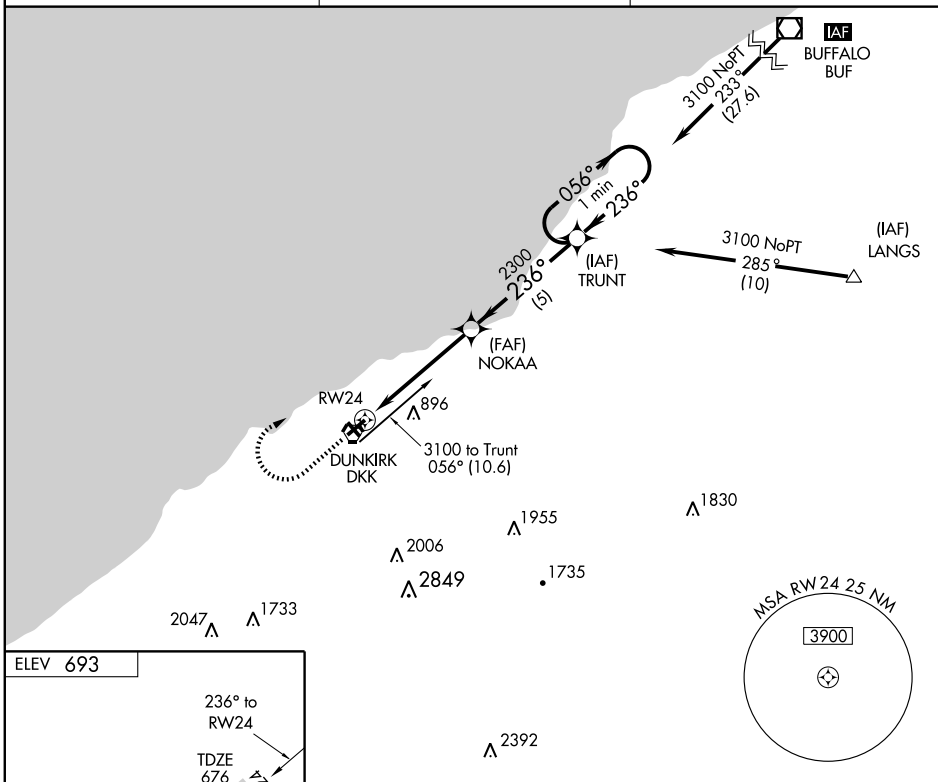
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)



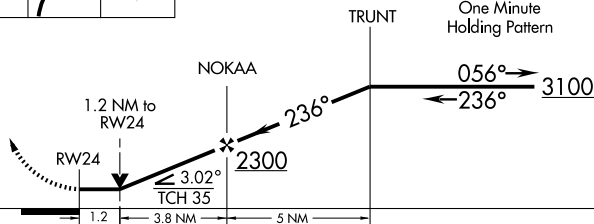
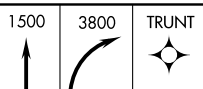
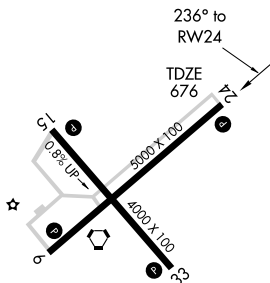
NA

IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3800 direct TRUNT WP and hold.

ASOS
119.275BUFFALO APP CON
126.5 317.6UNICOM
123.075 (CTAF) 0

ELEV 693



CATEGORY	A	B	C	D
S-24	1080-1	404 (400-1)	1080-1¼	404 (400-1¼)
CIRCLING	1220-1 527 (600-1)	1240-1 547 (600-1)	1280-1½ 587 (600-1½)	1540-2¾ 847 (900-2¾)

DUNKIRK, NEW YORK
Orig 10210DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)
42°30'N-79°16'W

GPS RWY 24

APP CRS 326°	Rwy Idg TDZE Apt Elev	4000 693 693
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GPS RWY 33

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

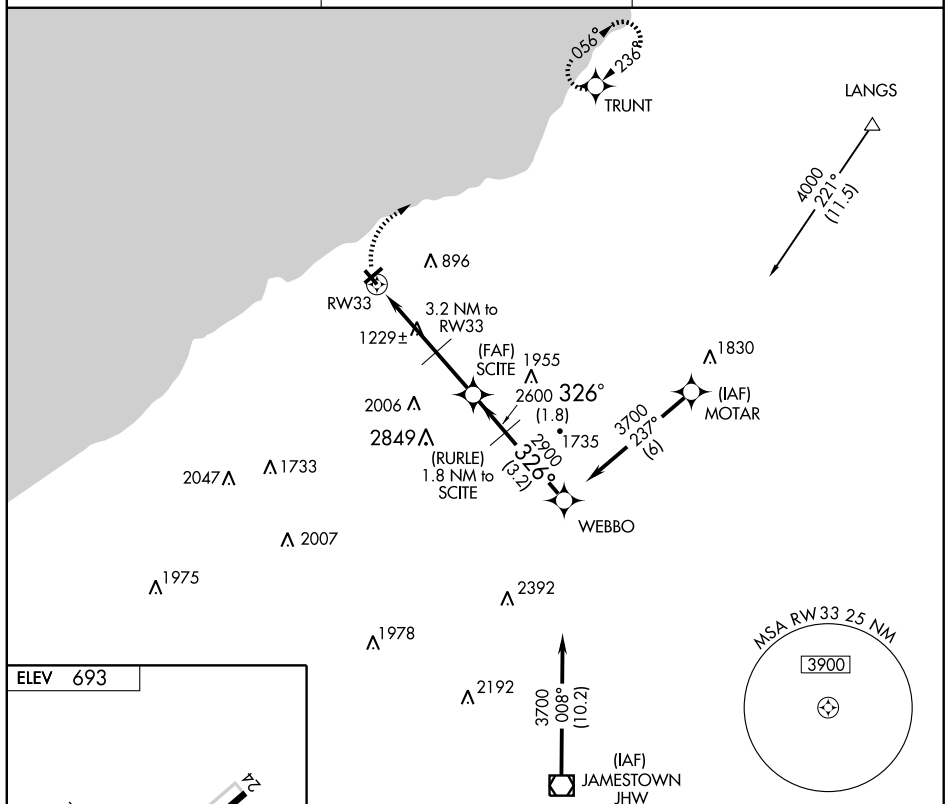


MISSED APPROACH: Climbing right turn to 3800 direct TRUNT WP and hold.

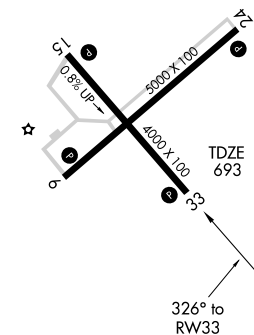
ASOS
119.275

BUFFALO APP CON
126.5 317.6

UNICOM
123.075 (CTAF) 0



ELEV 693



MIRLS Rwy 15-33 0
REIL Rwy 6 and 24 0
HIRL Rwy 6-24 0

<div><div>3800</div><div>TRUNT</div></div>		<div><div>3700</div><div>008° (10.2)</div><div>(IAF) JAMESTOWN JHW</div></div>		<div><div>MSA RW33 25 NM</div><div>3900</div></div>	
<div><div>3800</div><div>TRUNT</div></div>		<div><div>3700</div><div>008° (10.2)</div><div>(IAF) JAMESTOWN JHW</div></div>		<div><div>MSA RW33 25 NM</div><div>3900</div></div>	
<div><div>3800</div><div>TRUNT</div></div>		<div><div>3700</div><div>008° (10.2)</div><div>(IAF) JAMESTOWN JHW</div></div>		<div><div>MSA RW33 25 NM</div><div>3900</div></div>	
<div><div>3800</div><div>TRUNT</div></div>		<div><div>3700</div><div>008° (10.2)</div><div>(IAF) JAMESTOWN JHW</div></div>		<div><div>MSA RW33 25 NM</div><div>3900</div></div>	
<div><div>3800</div><div>TRUNT</div></div>		<div><div>3700</div><div>008° (10.2)</div><div>(IAF) JAMESTOWN JHW</div></div>		<div><div>MSA RW33 25 NM</div><div>3900</div></div>	
<div><div>3800</div><div>TRUNT</div></div>		<div><div>3700</div><div>008° (10.2)</div><div>(IAF) JAMESTOWN JHW</div></div>		<div><div>MSA RW33 25 NM</div><div>3900</div></div>	
<div><div>3800</div><div>TRUNT</div></div>		<div><div>3700</div><div>008° (10.2)</div><div>(IAF) JAMESTOWN JHW</div></div>		<div><div>MSA RW33 25 NM</div><div>3900</div></div>	
<div><div>3800</div><div>TRUNT</div></div>		<div><div>3700</div><div>008° (10.2)</div><div>(IAF) JAMESTOWN JHW</div></div>		<div><div>MSA RW33 25 NM</div><div>3900</div></div>	
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<div><div>3800</div><div>TRUNT</div></div>		<div><div>3700</div><div>008° (10.2)</div><div>(IAF) JAME</div></div>			

VORTAC DKK	APP CRS	Rwy Idg	5000
116.2	070°	TDZE	676
Chan 109		Apt Elev	693

VOR RWY 6
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

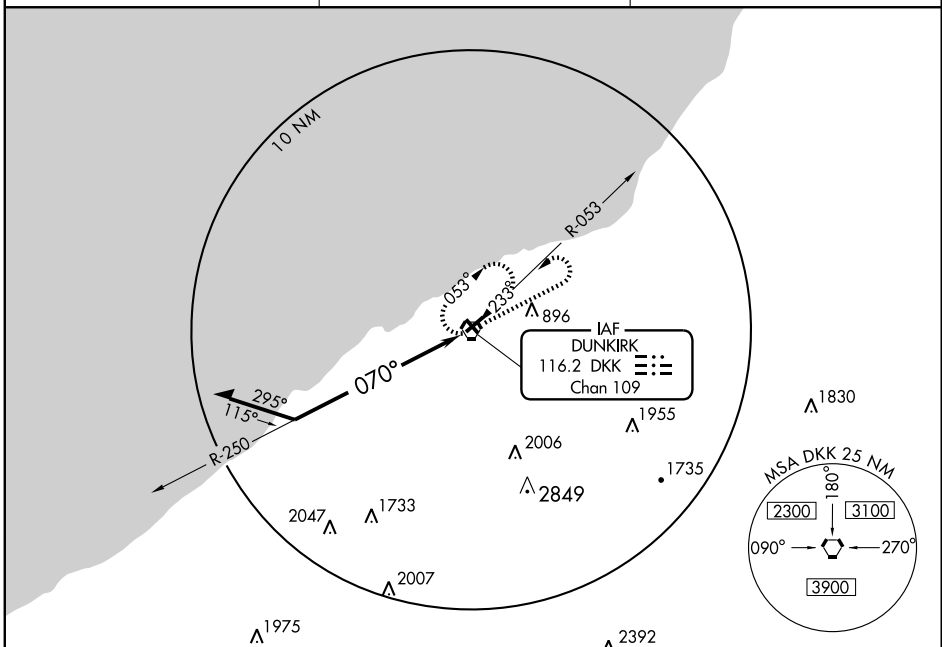


MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 direct DKK VORTAC and hold.

ASOS
119,275

BUFFALO APP CON
126.5 317.6




UNICOM
123.075 (CTAF) **L**



NE-2: 21 OCT 2010 to 18 NOV 2010

Remain
within 10 NM

VORTAC

2000	2700	DKK
		

2700

DKH

X

1

6

376

9



P

33

1

070° to
DKK VORTAC

CATEGORY	A	B	C	D
S-6	1320-1 644 (700-1)		1320-1 $\frac{3}{4}$ 644 (700-1 $\frac{3}{4}$)	1320-2 644 (700-2)
CIRCLING	1320-1 627 (700-1)		1320-1 $\frac{3}{4}$ 627 (700-1 $\frac{3}{4}$)	1540-2 $\frac{3}{4}$ 847 (900-2 $\frac{3}{4}$)

MIRLS Rwy 15-33 (L)
REIL Rwy 6 and 24 (L)
HIRL Rwy 6-24 (L)

DUNKIRK, NEW YORK
Amdt 2A 29JUL10

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)
42°30'N-79°16'W VOP PWY 6

VORTAC DKK
116.2
Chan **109**

APP CRS
233°

Rwy Idg	TDZE	Apt Elev
1	10	10
2	10	10
3	10	10
4	10	10
5	10	10
6	10	10
7	10	10
8	10	10
9	10	10
10	10	10
11	10	10
12	10	10
13	10	10
14	10	10
15	10	10
16	10	10
17	10	10
18	10	10
19	10	10
20	10	10
21	10	10
22	10	10
23	10	10
24	10	10
25	10	10
26	10	10
27	10	10
28	10	10
29	10	10
30	10	10
31	10	10
32	10	10
33	10	10
34	10	10
35	10	10
36	10	10
37	10	10
38	10	10
39	10	10
40	10	10
41	10	10
42	10	10
43	10	10
44	10	10
45	10	10
46	10	10
47	10	10
48	10	10
49	10	10
50	10	10
51	10	10
52	10	10
53	10	10
54	10	10
55	10	10
56	10	10
57	10	10
58	10	10
59	10	10
60	10	10
61	10	10
62	10	10
63	10	10
64	10	10
65	10	10
66	10	10
67	10	10
68	10	10
69	10	10
70	10	10
71	10	10
72	10	10
73	10	10
74	10	10
75	10	10
76	10	10
77	10	10
78	10	10
79	10	10
80	10	10
81	10	10
82	10	10
83	10	10
84	10	10
85	10	10
86	10	10
87	10	10
88	10	10
89	10	10
90	10	10
91	10	10
92	10	10
93	10	10
94	10	10
95	10	10
96	10	10
97	10	10
98	10	10
99	10	10
100	10	10

5000
676
693

VOR RWY 24

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

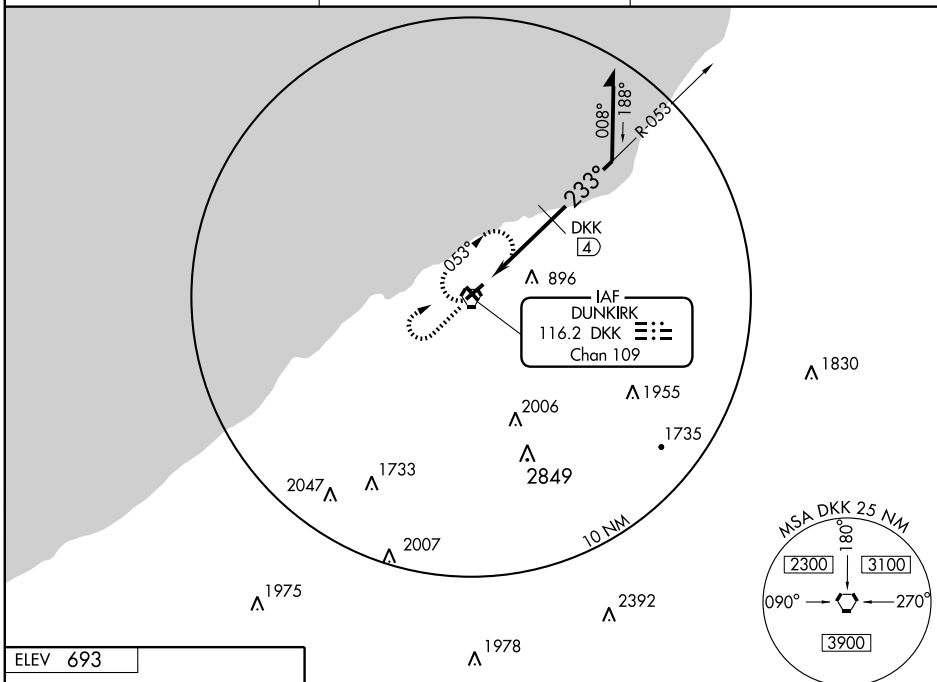


MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 direct DKK VORTAC and hold.

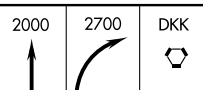
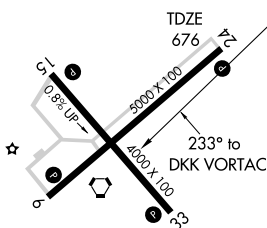
ASOS
119,275

BUFFALO APP CON
126.5 317.6

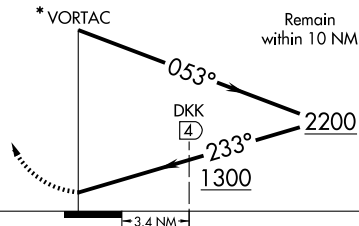
UNICOM
123.075 (CTAF) **L**



ELEV 693



* Maintain 2700 or above until established outbound for Procedure Turn.



CATEGORY	A	B	C	D
S-24	1300-1	624 (700-1)	1300-1½ 624 (700-1¾)	1300-2 624 (700-2)
CIRCLING	1300-1	607 (700-1)	1300-1¾ 607 (700-1¾)	1540-2¾ 847 (900-2¾)
DME MINIMUMS				
S-24	1160-1	484 (500-1)	1160-1½ 484 (500-1½)	1160-1½ 484 (500-1½)
CIRCLING	1220-1 527 (600-1)	1240-1 547 (600-1)	1280-1½ 587 (600-1½)	1540-2¾ 847 (900-2¾)

DUNKIRK, NEW YORK
Amdt 7A 29JUL10

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)
42°30'N-79°16'W VOP PWY 24

VOR RWY 24

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

EAST 34TH STREET HELIPORT (See NEW YORK)**EAST HAMPTON** (HTO) 3 W UTC-5(-4DT) N40°57.57' W72°15.10'

NEW YORK

55 B S4 FUEL 100LL, JET A NOTAM FILE HTO

RWY 10-28: H4255X100 (ASPH) S-60 MIRL 0.6% up W

RWY 10: REIL. PAPI (P2L)—GA 3.0° TCH 55'. Trees.

RWY 28: REIL. PAPI (P2R)—GA 3.0°. Pole.

RWY 16-34: H2060X75 (ASPH) S-8 0.6% up NW

RWY 16: Road.

RWY 34: Road.

AIRPORT REMARKS: Attended 1300Z†-SS. Deer on and in/ov arpt. Rwy

16-34 cracked with vegetation growing through, standing water.

Noise abatement procedures in effect ctc arpt management for details at 631-537-1130. ACTIVATE MIRL Rwy 10-28, PAPI Rwy 10, PAPI Rwy 28, REIL Rwy 10, REIL Rwy 28—CTAF.

Pilot-controlled lgt unavbl dalgt hrs. Ldg fee for all transient acft to include touch and go ops.

WEATHER DATA SOURCES: HIWAS 113.6 HTO.**COMMUNICATIONS:** CTAF/UNICOM 122.7

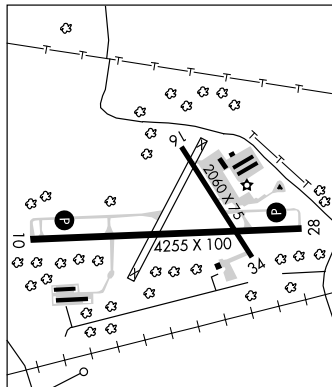
HAMPTON RCO 122.6 122.1R 113.6T (NEW YORK RADIO)

Ⓡ NEW YORK APP/DEP CON 125.975 CLNC DEL 118.95

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HAMPTON (H) VORTAC 113.6 HTO Chan 83 N40°55.14'

W72°19.00' 064° 3.8 NM to fld. 22/13W. HIWAS.

**EAST MORICHES****LUFKER** (49N) 1 NE UTC-5(-4DT) N40°49.49' W72°45.06'

NEW YORK

57 NOTAM FILE ISP

RWY N-S: 2300X100 (TURF)

RWY N: Tree. RWY S: Road. Rgt tfc.

AIRPORT REMARKS: Attended dalgt hrs. Banner towing ops May-Oct. Glider and ultralights ops dalgt hrs May-Oct.

Spadaro arpt tfc pat 590' east. Ldg fee. Rwy N-S south end of rwy marked with boards.

COMMUNICATIONS: CTAF 122.9**SPADARO** (1N2) 1 NE UTC-5(-4DT) N40°49.67' W72°44.92'

NEW YORK

50 S4 NOTAM FILE ISP

RWY 18-36: H2400X25 (ASPH) S-12.5E

RWY 18: Brush. RWY 36: Thld displaced 485'. P-line. Rgt tfc.

AIRPORT REMARKS: Attended May-Oct dalgt hours. Parachute Jumping. Ultralghts on and in/ov arpt. PAEW 75' east of

Rwy 18. Due to close proximity of LUFKER arpt (590 ft between rws) adhere to the following tfc pattern. North ops: SPADARO-Rgt tfc, LUFKER-Left tfc. South ops: SPADARO-Left tfc, LUFKER-Rgt tfc. Arrivals: Intercept final apch 45° to final apch leg 1500 ft from apch end of rwy. Departures: Make 45° turn ASAP after txf to intercept crosswind leg. Use south ops for ldg when winds are 5 knots or less; or when winds are more than 5 knots 90° either side of centerline. Use north ops for txf with no wind; heavy gross weight and for noise abatement. Rwy 18-36 marked with orange gray striped cones 2' high.

COMMUNICATIONS: CTAF/UNICOM 123.0**EDINBURG****PLATEAU SKY RANCH** (1F2) 1 NW UTC-5(-4DT) N43°13.50' W74°06.89'

NEW YORK

1070 NOTAM FILE BTV

RWY 06-24: 2400X100 (TURF)

RWY 06: Road. RWY 24: Trees.

RWY 01-19: 2000X100 (TURF)

RWY 01: Road. RWY 19: Road.



AIRPORT REMARKS: Unattended. Ultralgt acft on and in/ov arpt. Trap and skeet shooting between Rws 01 and 06. Rwy

01-19 edges marked with red cones all seasons exc winter. Rwy 06-24 edges marked with red cones all seasons exc winter. Acft parked/hangared on non-arpt land. Cross public road to/from arpt.

COMMUNICATIONS: CTAF/UNICOM 122.8**ELIZABETH FLD** (See FISHERS ISLAND)

APP CRS	Rwy Idg	4255
282°	TDZE	46
	Apt Elev	55

RNAV (GPS) RWY 28

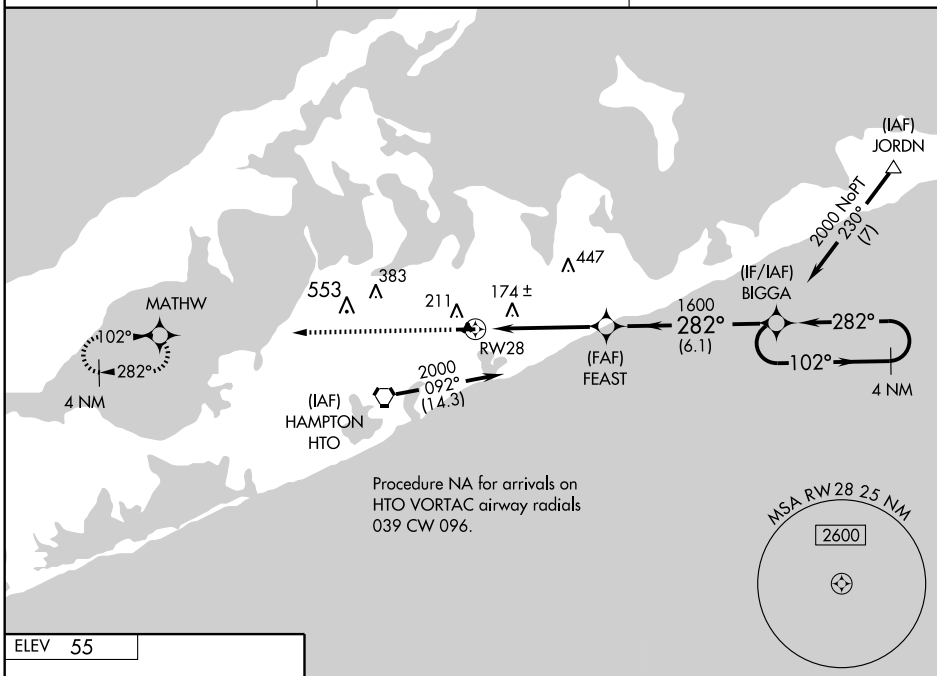
	DME/DME RNP-0.3 NA.
	<p>Visibility reduction by helicopters NA.</p> <p>Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.</p>

MISSED APPROACH: Climb to 2000
direct MATHW and hold.

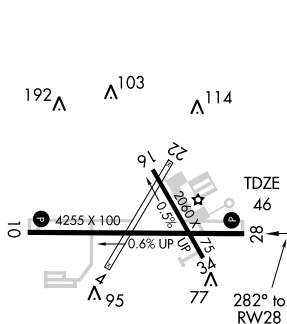
NEW YORK APP CON
125.975 343.65

CLNC DEL
118.95

UNICOM
122.7 (CTAF) **L**



ELEV 55



MIRL Rwy 10-28 **L**
REIL Rwy 10 and 28 **L**

EAST HAMPTON, NEW YORK
Orig 10098

40°58'N - 72°15'W

EAST HAMPTON (HT0)

RNAV (GPS) RWY 28

NE-2. 21 OCT 2010 to 18 NOV 2010

APP CRS
102°

Rwy Idg **4255**
TDZE **55**
Apt Elev **55**

RNAV (GPS) Y RWY 10

EAST HAMPTON (HTO)

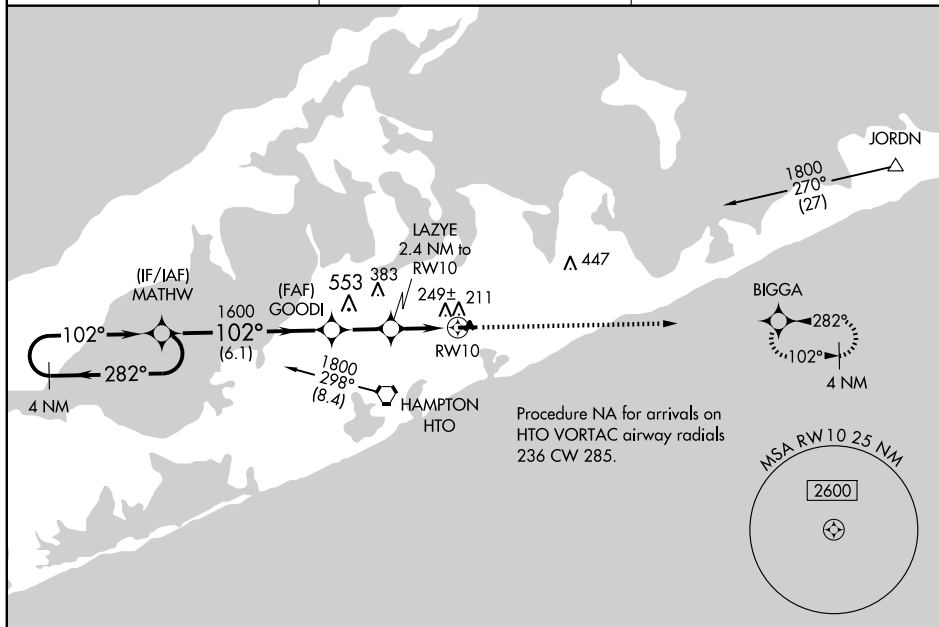
NA DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000
direct BIGGA and hold.

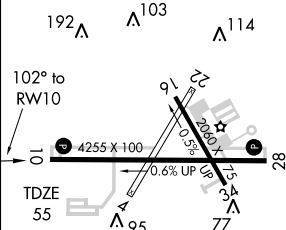
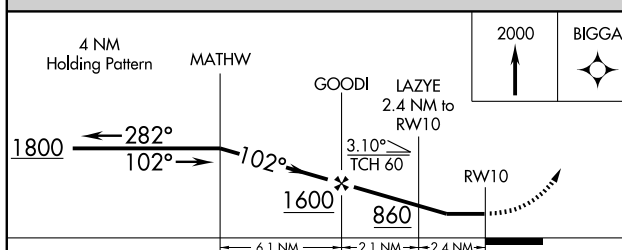
NEW YORK APP CON
125.975 343.65

CLNC DEL
118.95

UNICOM
122.7 (CTAF) 0



ELEV **55**



CATEGORY	A	B	C	D
LNAV MDA	500-1	445 (500-1)	500-1¼ 445 (500-1¼)	500-1½ 445 (500-1½)
CIRCLING	560-1	505 (600-1)	560-1½ 505 (600-1½)	620-2 565 (600-2)
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
LNAV MDA	560-1	505 (600-1)	560-1½	505 (600-1½)
CIRCLING	600-1	545 (600-1)	600-1½ 545 (600-1½)	620-2 565 (600-2)

MIRL Rwy 10-28 **0**
REIL Rwy 10 and 28 **0**

WAAS CH 40112 W10A	APP CRS 102°	Rwy Idg 4255 TDZE 55 Apt Elev 55
--	------------------------	---

RNAV (GPS) Z RWY 10

EAST HAMPTON (HTO)

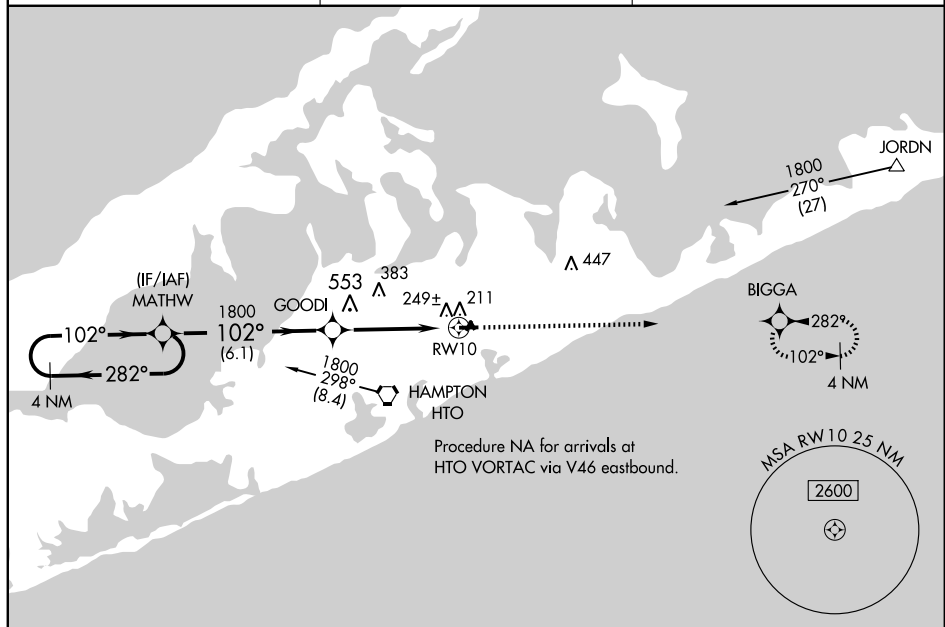
▼ Baro-VNAV NA when using Westhampton altimeter setting.
▲ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 50°C (122°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.


MISSED APPROACH: Climb to 2000 direct BIGGA and hold.

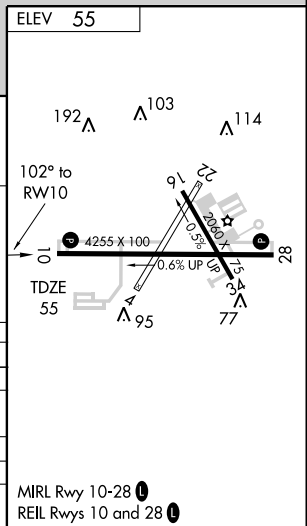
NEW YORK APP CON
125.975 343.65

CLNC DEL
118.95

UNICOM
122.7 (CTAF) 0



<div>4 NM Holding Pattern</div> <div>MATHW</div> <div>GOODI</div> <div>1800 ← 282° 102° →</div> <div>1800 ↗ 102°</div> <div>102° ↘</div> <div>RW10</div> <div>2000 ↑</div> <div>BIGGA </div> <div>VGSI and RNAV glidepath not coincident.</div> <div>GS 3.47° TCH 60</div> <div>6.1 NM</div> <div>4.5 NM</div>				
CATEGORY	A	B	C	D
LPV DA	408-1	353 (400-1)		NA
LNAV/ VNAV	DA	524-1½	469 (500-1½)	NA
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
LPV DA	453-1¼	398 (400-1¼)		NA
LNAV/ VNAV	DA	569-1½	514 (600-1½)	NA



VORTAC HTO	APP CRS	Rwy Idg	N/A
113.6	063°	TDZE	N/A
Chan 83		Apt Elev	55

VOR-A
EAST HAMPTON (HTO)

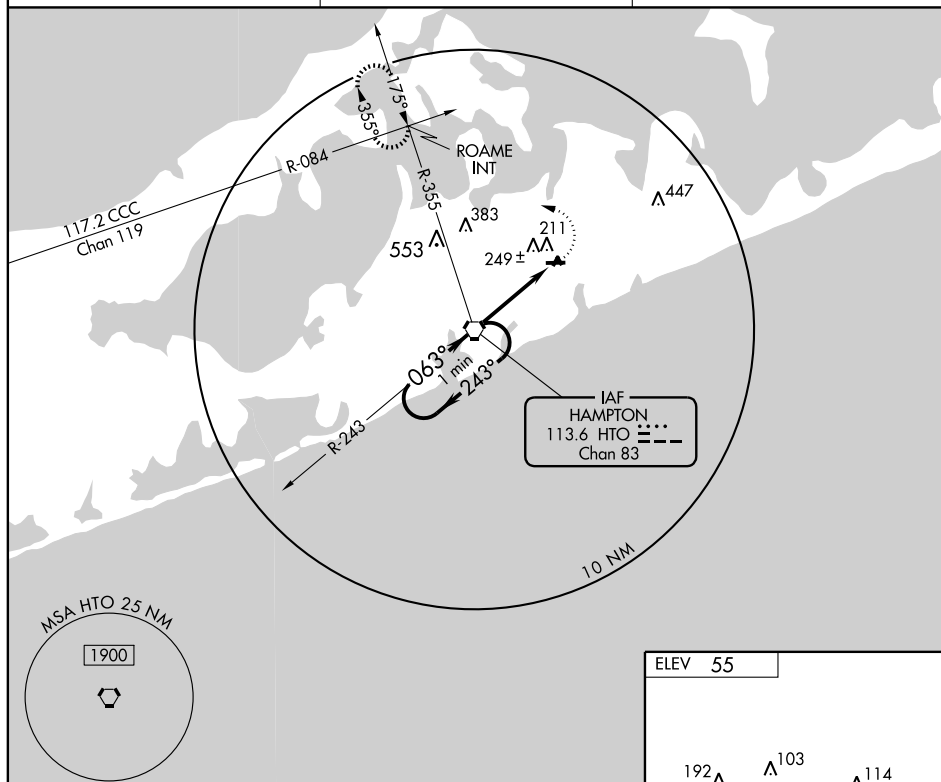
NA Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via heading 280° and HTO VORTAC R-355 to ROAME INT and hold.

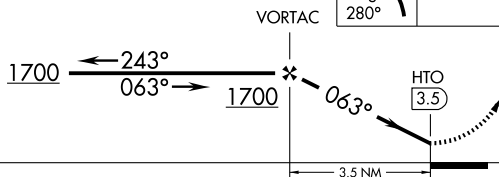
NEW YORK APP CON
125.975 343.65

CLNC DEL
118.95

UNICOM
122.7 (CTAF) 0

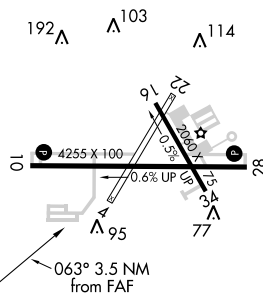


One Minute
Holding Pattern



CATEGORY	A	B	C	D
CIRCLING	560-1	505 (600-1)	560-1½ 505 (600-1½)	620-2 565 (600-2)
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
CIRCLING	600-1	545 (600-1)	600-1½ 545 (600-1½)	620-2 565 (600-2)

ELEV 55



ELLENVILLE

JOSEPH Y RESNICK (N89) 01 NE UTC-5(-4DT) N41°43.67' W74°22.64'

292 B FUEL 100LL NOTAM FILE ISP

RWY 04-22: H3838X75 (ASPH) MIRL

RWY 04: REIL. PAPI(P2L). Trees.

RWY 22: REIL. PAPI(P2L). Thld displcd 300'. Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-3838 TODA-3838 ASDA-3838 LDA-3538

RWY 22: TORA-3838 TODA-3838 ASDA-3838 LDA-3538

AIRPORT REMARKS: Attended 1300Z†-dusk. Rwy 04-22 PAEW Mon-Fri 1200-2200Z†. Deer on and invof arpt. Avoid overflight of hospital and school buildings approximately one mile SW of Rwy 22 and prison approximately ½ mile NE of arpt. Glider activity on and invof arpt. ACTIVATE MIRL Rwy 04-22—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **NEW YORK APP/DEP CON** 132.75

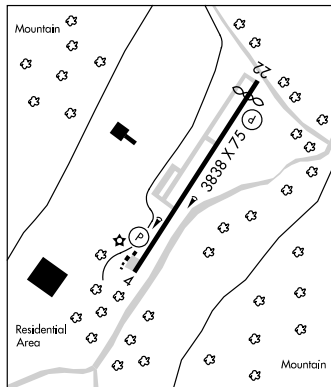
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93'

W73°49.33' 291° 25.2 NM to fld. 580/12W. **HIWAS.**

NEW YORK

L-33B, 34I



APP CRS
061°

Rwy Idg **3538**
TDZE **290**
Apt Elev **290**

GPS RWY 4

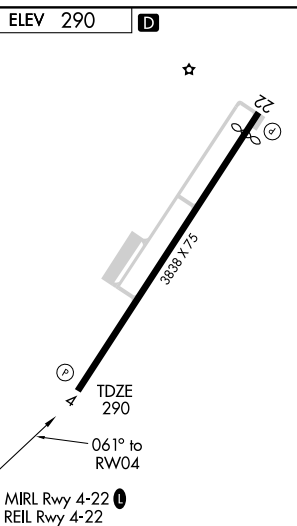
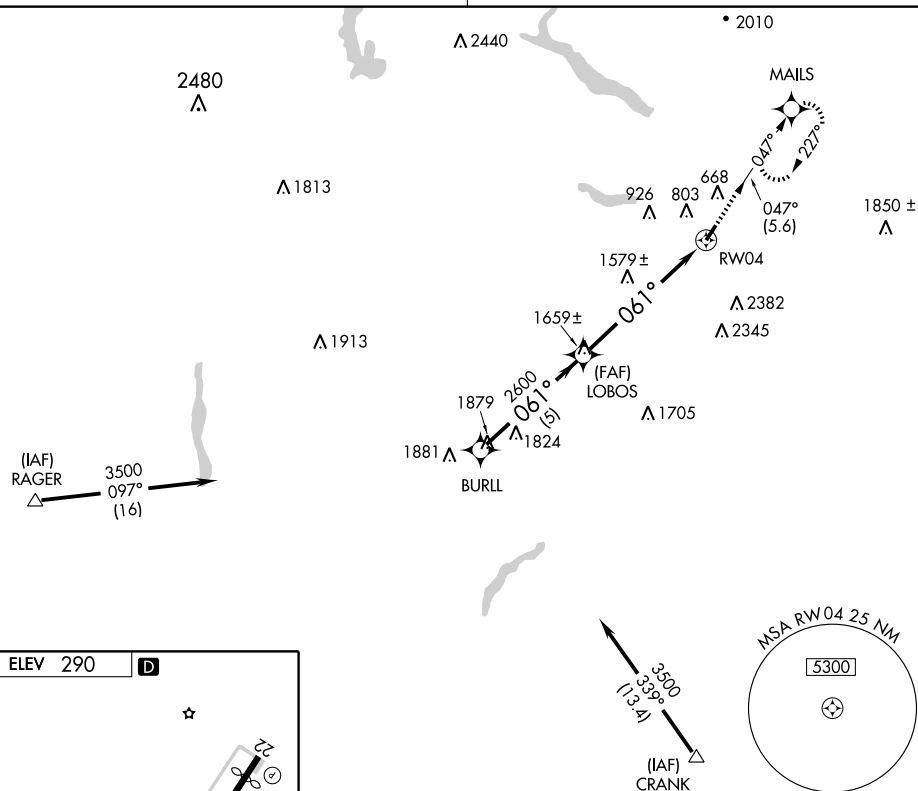
ELLENVILLE/JOSEPH Y RESNICK (N89)

▼ Use Stewart Intl altimeter setting.
▲ NA Circling not authorized east of Rwy 4-22.

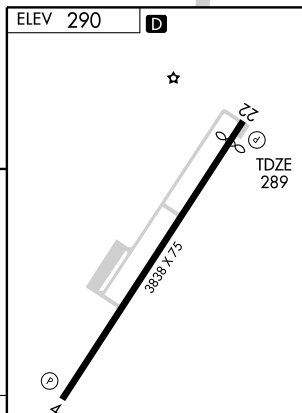
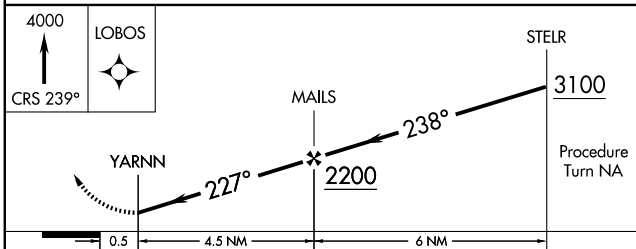
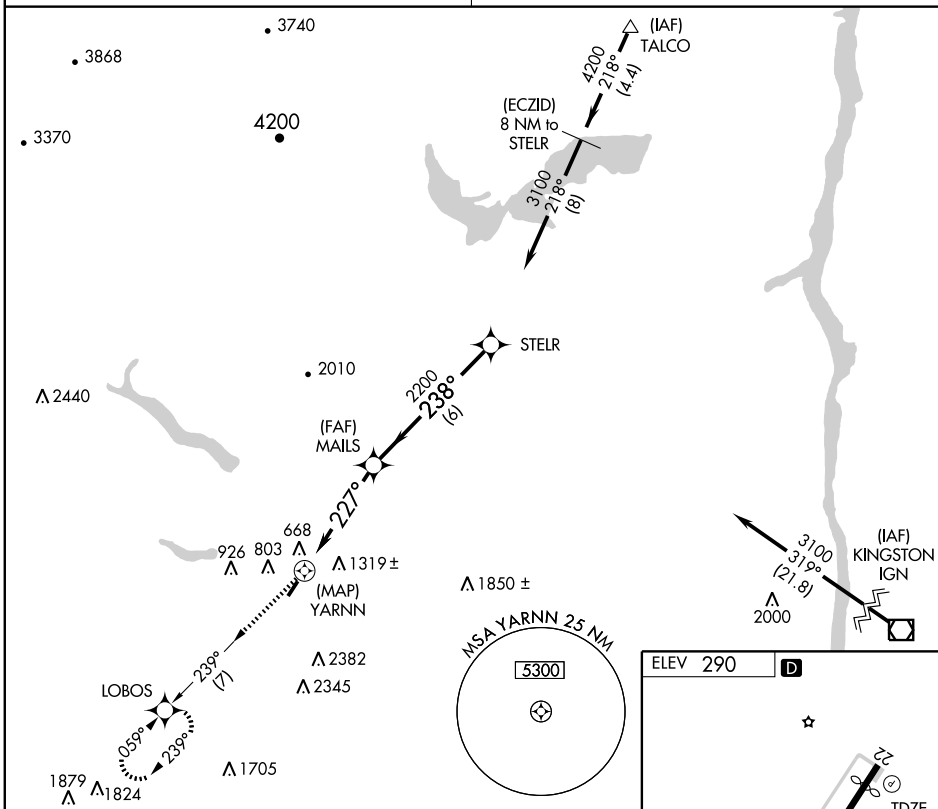
MISSED APPROACH: Climb to 6000 via
047° course to MAILS WP and hold.

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF) 0



BURLL		LOBOS		RW04	
3500		2600		6000	
061°		047°		CRS 047°	
Procedure Turn NA		5 NM		6 NM	
CATEGORY	A	B	C	D	
S-4	2180-1¼ 1890 (1900-1¼)	2180-1½ 1890 (1900-1½)	NA	NA	
CIRCLING	2180-1¼ 1890 (1900-1¼)	2180-1½ 1890 (1900-1½)	NA	NA	

APP CRS
227°Rwy Idg **3538**
TDZE **289**
Apt Elev **290**Use Stewart Intl altimeter setting.
Circling not authorized east of Rwy 4-22.MISSED APPROACH: Climb to 4000 via
239° course to LOBOS WP and hold.NEW YORK APP CON
132.75 363.1UNICOM
122.8 (CTAF) 0

CATEGORY	A	B	C	D
S-22	2080-1¼ 1791 (1800-1¼)	2080-1½ 1791 (1800-1½)	NA	
CIRCLING	2080-1¼ 1790 (1800-1¼)	2080-1½ 1790 (1800-1½)	NA	

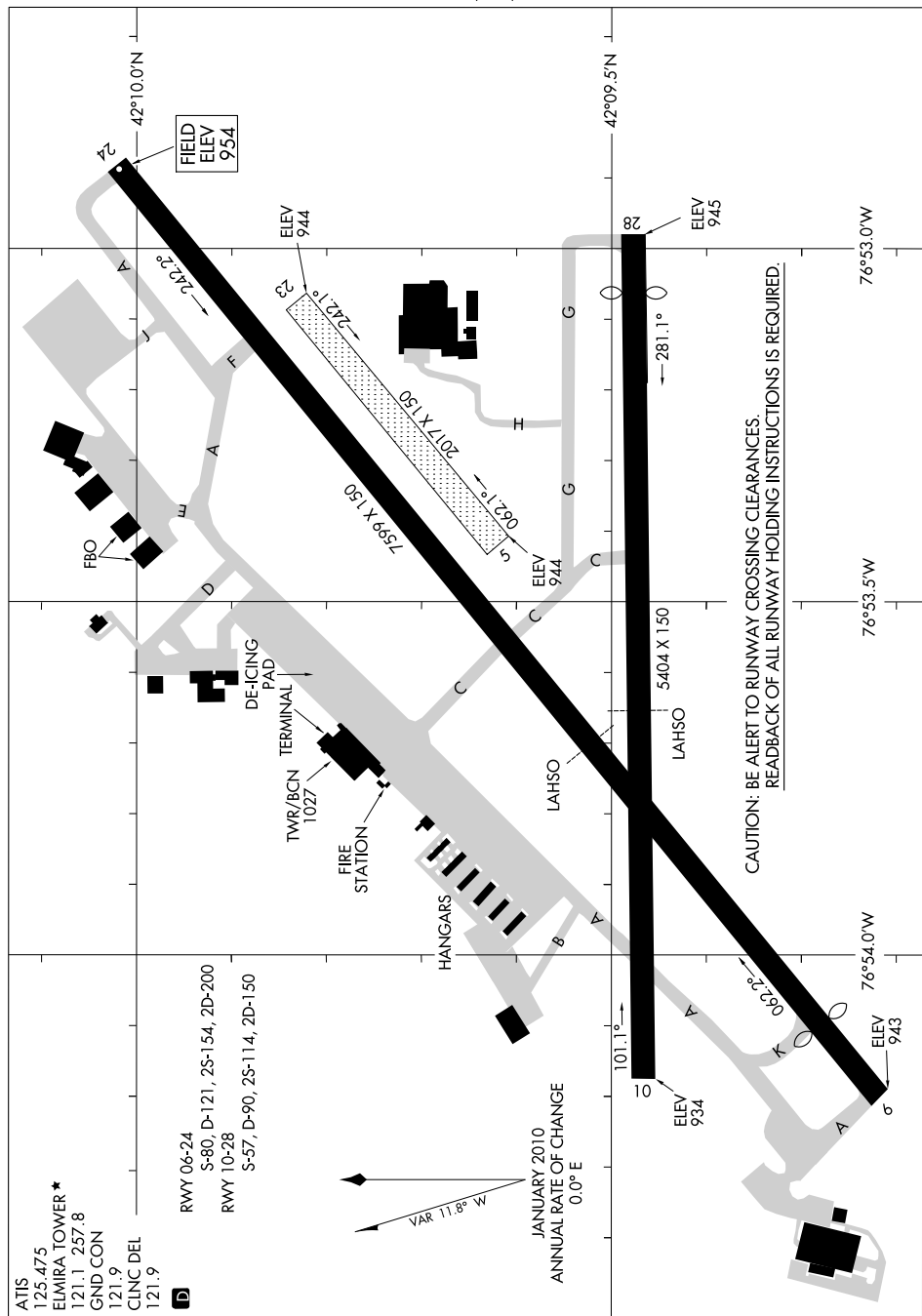
MIRL Rwy 4-22 **0**
REIL Rwy 4-22

AIRPORT DIAGRAM

AL-131 (FAA)

ELMIRA/CORNING RGNL (ELM)
ELMIRA, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ELMIRA, NEW YORK
ELMIRA/CORNING RGNL (ELM)

10210

ELMIRA/CORNING RGNL (ELM) 6 NW UTC-5(-4DT) N42°09.59' W76°53.50'

NEW YORK

954 B S4 FUEL 100LL, JET A OX 4 TPA-2099(1145) ARFF Index-See Remarks H-10H, 121, L-30J, 32F

IAP, AD

NOTAM FILE ELM

RWY 06-24: H7599X150 (ASPH-GRVD) S-80, D-121, 2S-154, 2D-200 HIRL CL

RWY 06: MALSR. VASI(V4L)—GA 3.0°TCH 51'. Thld dsplcd 600'. Tree.

RWY 24: MALSR. VASI(V4L)—GA 3.0°TCH 52'. Tree.

RWY 10-28: H5404X150 (ASPH-GRVD) S-57, D-90, 2S-114, 2D-150 MIRL

RWY 28: PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd 400'.

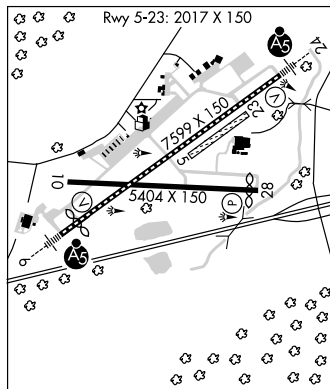
RWY 05-23: 2017X150 (TURF)

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 24	10-28	4750
RWY 28	06-24	3050

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA-2017	TODA-2017	ASDA-2017	LDA-2017
RWY 06:	TORA-7599	TODA-7599	ASDA-7599	LDA-6999
RWY 10:	TORA-5404	TODA-5404	ASDA-5004	LDA-5004
RWY 23:	TORA-2017	TODA-2017	ASDA-2017	LDA-2017
RWY 24:	TORA-7599	TODA-7599	ASDA-7599	LDA-7599
RWY 28:	TORA-5404	TODA-5404	ASDA-5404	LDA-5004



AIRPORT REMARKS: Attended continuously. Extensive glider activity on and in/ovf aprt. Birds and deer on and in/ovf aprt. Blimp activity req PPR, ctc aprt manager at 607-426-5622. Class I, ARFF Index B. ARFF index C equipment coverage is avbl upon request ctc aprt management at 607-426-5622. Acft with wing spans greater than 93 ft should use extreme care when taxiing on Twy A adjacent to ramps. Rwy 05-23 (SE of Rwy 06-24) unmarked seasonal use TURF rwy CLOSED 1 Dec through 30 Apr. For land side access from apron when FBO clsd ctc ELM aprt attendant at 607-426-5621. Rwy 05-23 marked with asph L corner markers. Winter de-icing on Glycol Ramp only. When twr clsd ACTIVATE HIRL Rwy 06-24; MALSR Rwy 06 and Rwy 24; twy lgts Twy A and Twy C north of Rwy 06-24—CTAF, for MIRL Rwy 10-28 and all other twy lgts call 607-426-5621. Ldg fee for all non based acft.

WEATHER DATA SOURCES: ASOS (607) 796-0065.

COMMUNICATIONS: CTAF 121.1 ATIS 125.475 UNICOM 122.95

RCO 122.4 122.2 (BUFFALO RADIO)

Ⓡ **ELMIRA APP/DEP CON** 118.15 119.45 (1100-0500Z‡)

Ⓡ **NEW YORK CENTER APP/DEP CON** 133.35 (0500-1100Z‡)

ELMIRA TOWER 121.1 (1100-0500Z‡) GND CON 121.9 CLNC DEL 121.9

AIRSPACE: CLASS D svc 1100-0500Z‡ other times CLASS E. TRSA svc ctc APP CON (within 15 NM).

RADIO AIDS TO NAVIGATION: NOTAM FILE ELM.

(L) VOR/DME 109.65 ULW Chan 33(Y) N42°05.65' W77°01.49' 068° 7.1 NM to fld. 1620/12W.

ALPINE NDB (MHW) 245 ALP N42°14.32' W76°45.84' 242° 7.4 NM to fld.

ILS 109.1 I-ELM Rwy 24. Class IE. ILS unmonitored when twr clsd.

ILS 109.1 I-UEK Rwy 06. Class IT. ILS unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: When ELM twr clsd, clnc del/cancellations avbl thru RCO 122.2/122.4 or call Buffalo

AFSS 1-800-WX-BRIEF.

ELMIRA TWO DEPARTURE

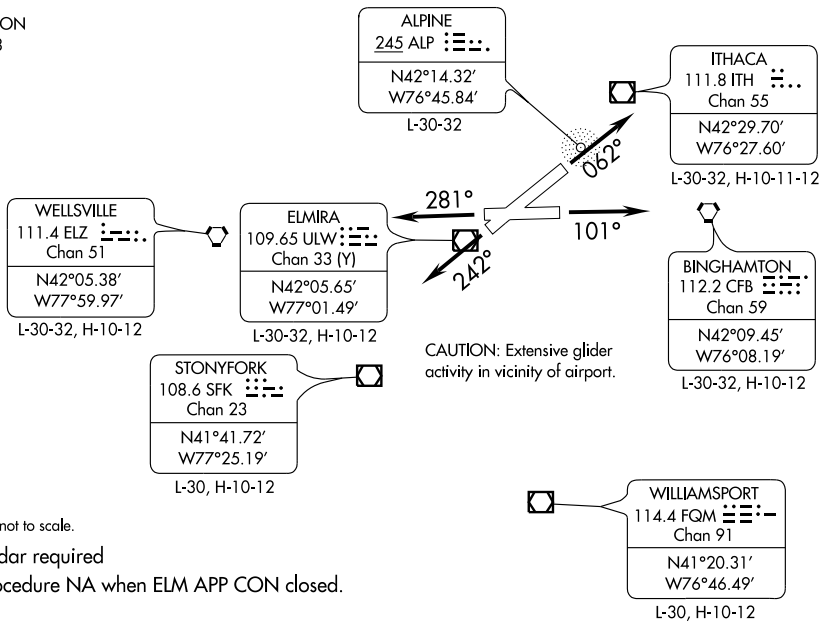
SL-131 (FAA)

ELMIRA/CORNING RGNI (ELM)
ELMIRA, NEW YORK

ATIS 125.475
CLNC DEL
121.9
GND CON
121.9
ELMIRA TOWER *
121.1 257.8
ELMIRA DEP CON
119.45 257.8

TAKE-OFF MINIMUMS:

Rwy 5, 23: NA - ATC.
Rwy 6: 600-2 $\frac{3}{4}$ or Standard with minimum climb of 325' per NM to 1700.
Rwy 10: Standard with minimum climb of 449' per NM to 1600.
Rwy 24: Standard with minimum climb of 423' per NM to 2400.
Rwy 28: Standard with minimum climb of 636' per NM to 2100.



NOTE: Chart not to scale.

NOTE: Radar required

NOTE: Procedure NA when ELM APP CON closed.

TAKE-OFF OBSTACLES:

NOTE: Rwy 6: Multiple trees beginning 984' from DER, 228' left of centerline, up to 34' AGL/1023' MSL.

Multiple trees 2.1 NM from DER, 3938' left of centerline, up to 100' AGL/1499' MSL.

Multiple trees beginning 809' from DER, 102' right of centerline, up to 39' AGL/1028' MSL.

NOTE: Rwy 10: Poles and multiple trees beginning 551' from DER, 38' left of centerline, up to 49' AGL/998' MSL.

Pole and multiple trees beginning 130' from DER, 125' right of centerline, up to 63' AGL/1012' MSL.

NOTE: Rwy 24: Sign and Multiple Trees beginning 870' from DER, 528' left of centerline, up to 48' AGL/1006' MSL.

NOTE: Rwy 28: Multiple trees beginning 1341' from DER, 289' left of centerline, up to 73' AGL/1012' MSL.

Tower and multiple trees beginning 440' from DER, 472' right of centerline, up to 92' AGL/1031' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 06: Climb heading 062° to 4000, thence. . . .TAKE-OFF RUNWAY 24: Climb heading 242° to 4000, thence. . . .TAKE-OFF RUNWAY 10: Climb heading 101° to 4000, thence. . . .TAKE-OFF RUNWAY 28: Climb heading 281° to 4000, thence. . . .

. . . . Expect radar vectors to join assigned route/fix. Expect clearance to filed altitude
10 minutes after departure.

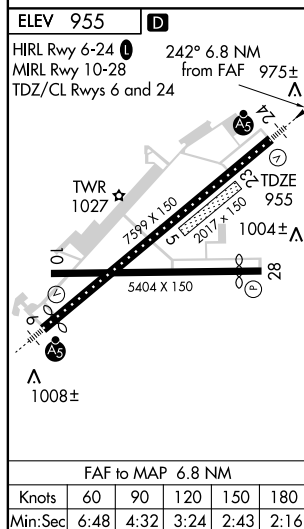
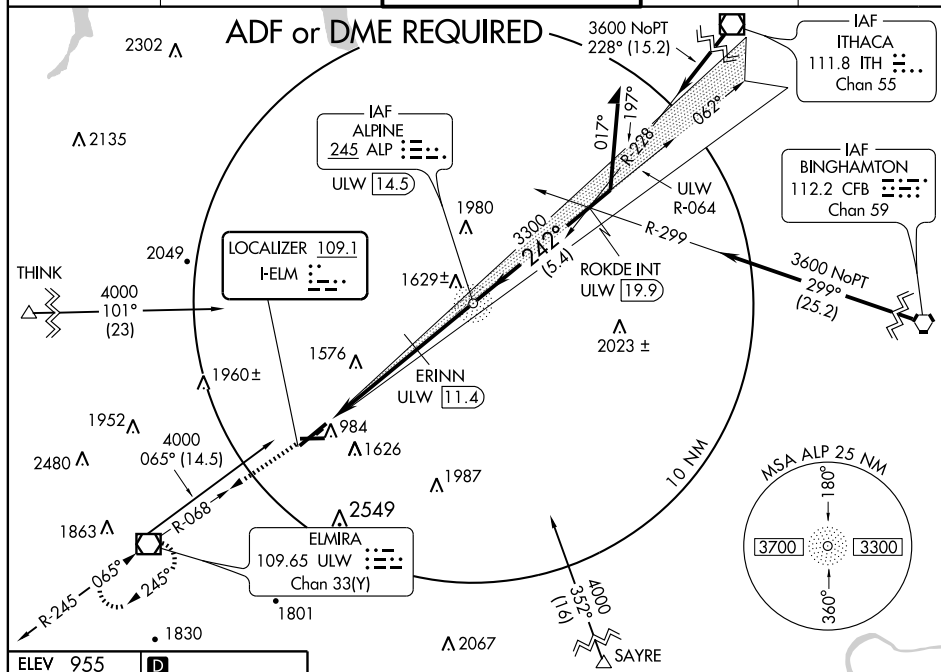
LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure,
proceed on course and climb to 5000'. Ten minutes after departure, climb to filed altitude/flight level.

LOC I-ELM	APP CRS	Rwy Idg	7599
109.1	242°	TDZE	955
		Apt Elev	955

ILS or LOC RWY 24

ELMIRA/CORNING RGNL (ELM)

DME from ULW VOR/DME.		MALSR	MISSED APPROACH: Climb to 4000 via ULW R-068 to ULW VOR/DME and hold.	
ATIS 125.475	ELMIRA APP CON ★ 119.45 257.8	ELMIRA TOWER ★ 121.1 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95



4000

ULW

ULW R-068

109.65

ERINN

ULW 11.4

NDB

ULW 14.5

Remain within 10 NM

ULW 7.7

3215

062°

242°

3600

GS 3.00°

TCH 55

2040*

*LOC only

3300

3.6 NM

3.2 NM

CATEGORY	A	B	C	D
S-ILS 24	1205/24		250 (300-½)	
S-LOC 24	2040/40 1085 (1100-¾)	2040/50 1085 (1100-1)	2040-2½ 1085 (1100-2½)	
CIRCLING	2060-1¼ 1105 (1200-1¼)	2120-1½ 1165 (1200-1½)	2140-3 1185 (1200-3)	
ERINN FIX MINIMUMS				
S-LOC 24	1600/24 645 (700-½)		1600/60 645 (700-1¼)	1600-1½ 645 (700-1½)
CIRCLING	2060-1¼ 1105 (1200-1¼)	2120-1½ 1165 (1200-1½)	2140-3 1185 (1200-3)	

ELMIRA, NEW YORK

Amdt 18B 10210

42°10'N - 76°53'W

ELMIRA/CORNING RGNL (ELM)

ILS or LOC RWY 24

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-UEK <u>109.1</u>	APP CRS 062°	Rwy Idg TDZE Apt Elev	6999 944 955
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ELMIRA/CORNING RGNL (ELM)



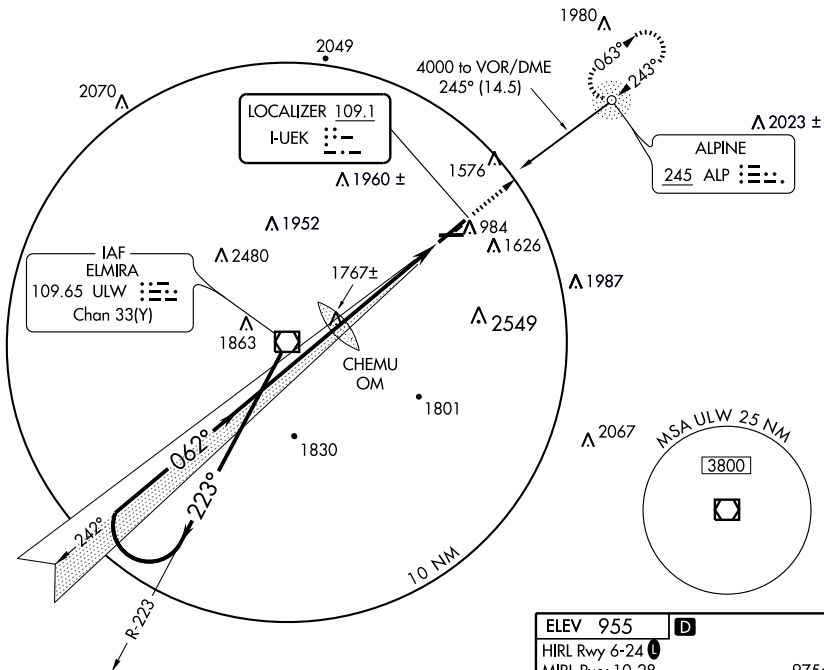
MISSED APPROACH: Climb to 3600
direct to ALP NDB and hold.

ATIS
125.475

ELMIRA APP CON ★
119.45 257.8

ELMIRA TOWER ★
121.1 (CTAF) **L** 257.8

GND CON
121.9

UNICOM
122.95

ADF REQUIRED

Remain
within 10 NM
of VOR/DME

3800

GS 3.00'

†3000 when authorized by ATC.

*2800
*LOC only

CATEGORY

A

B

C

S-ILS 6

1144-1/2 200 (200-1/2)

61064

2020-3/4	2020-1
----------	--------

1076 (1100-3/4)	1076 (1100-1)
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CIRCLING

2060-1¼	2120-1½
1105 (1200, 11¼)	1145 (1200, 11¼)

LMIRA, NEW YORK

Amdt 4A 10210

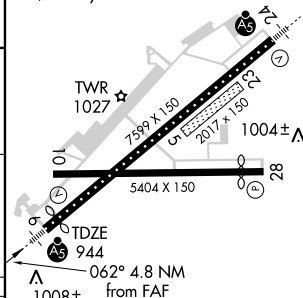
42°10'N - 76°53'W

ELEV 955

HIRI Rwy 6-24 L

MIRL Rwy 10-28

TDZ/CL Rwy 6 and 24



FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

ELMIRA/CORNING RGNL (ELM)

ILS RWY 6

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

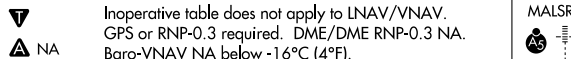
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

APP CRS	Rwy Idg	6999
062°	TDZE	944
	Apt Elev	955

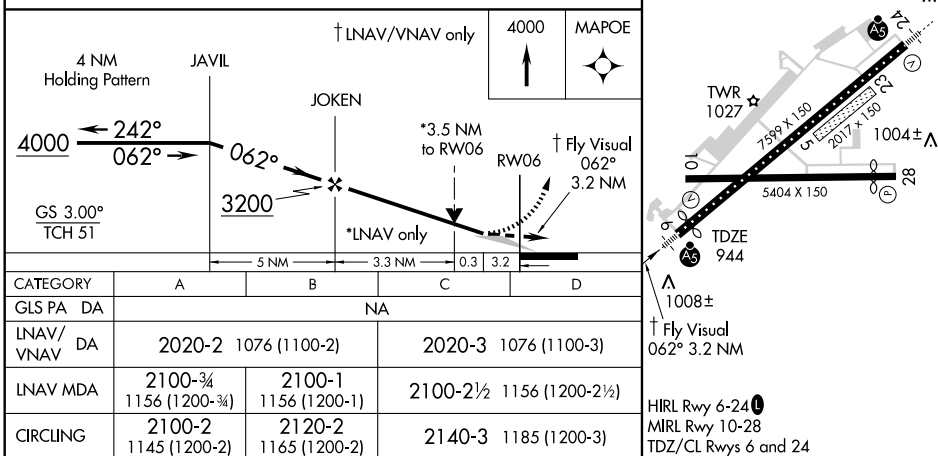
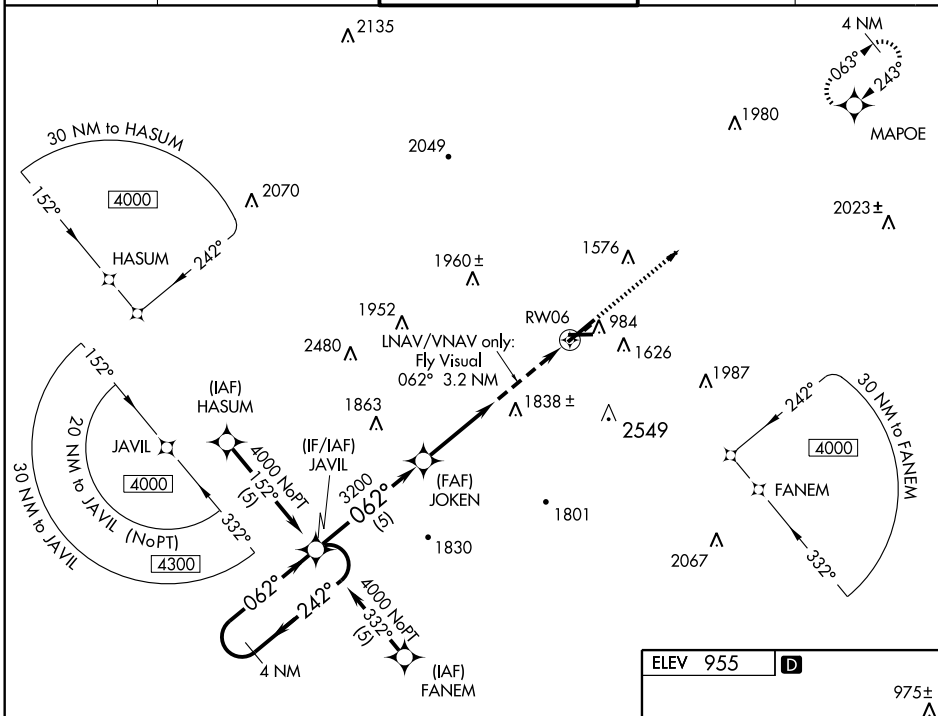
RNAV (GPS) RWY 6

ELMIRA/CORNING RGNL (ELM)



MISSED APPROACH: Climb to 4000 direct MAPOE WP and hold.

ATIS 125.475	ELMIRA APP CON ★ 119.45 257.8	ELMIRA TOWER ★ 121.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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ELMIRA, NEW YORK

Orig 10210

42°10'N - 76°53'W

ELMIRA/CORNING RGNL (ELM)

RNAV (GPS) RWY 6

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

APP CRS **101°**
 Rwy Idg **5004**
 TDZE **942**
 Apt Elev **955**

RNAV (GPS) RWY 10

ELMIRA/CORNING RGNL (ELM)

GPS or RNP-0.3 required.
 NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to
 4000 direct CEKAN WP and hold.

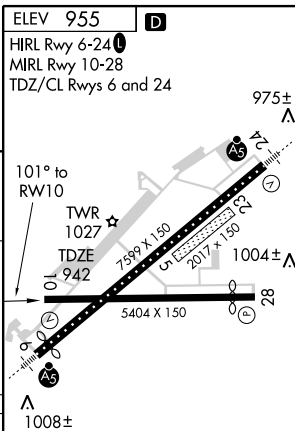
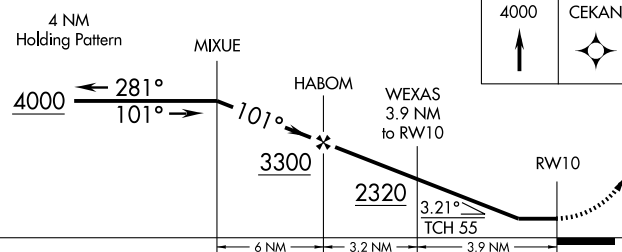
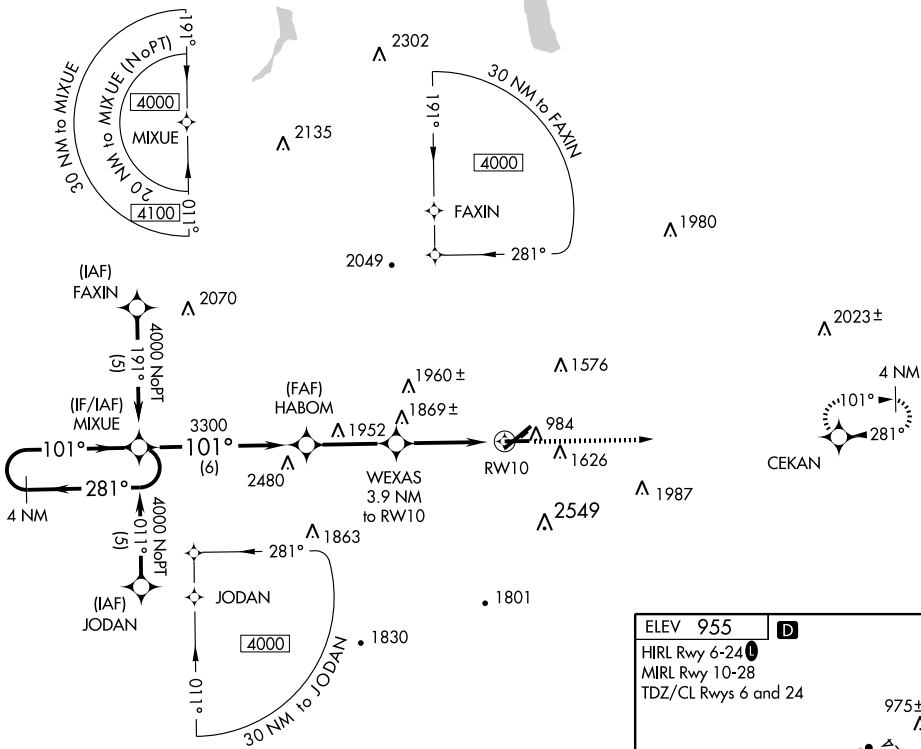
ATIS
125.475

ELMIRA APP CON ★
119.45 257.8

ELMIRA TOWER ★
121.1 (CTAF) 257.8

GND CON
121.9

UNICOM
122.95



CATEGORY	A	B	C	D
LNAV MDA	2120-1¼ 1178 (1200-1¼)	2120-1½ 1178 (1200-1½)	2120-3 1178 (1200-3)	
CIRCLING	2120-1¼ 1165 (1200-1¼)	2120-1½ 1165 (1200-1½)	2120-3 1165 (1200-3)	

APP CRS **242°**
Rwy Idg **7599**
TDZE **955**
Apt Elev **955**

RNAV (GPS) RWY 24

ELMIRA/CORNING RGNL (ELM)

▼ Inoperative table does not apply to LNAV/VNAV.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
BARO-VNAV NA below -16°C (4°F).



MISSED APPROACH: Climb to
4000 direct JAVIL WP and hold.

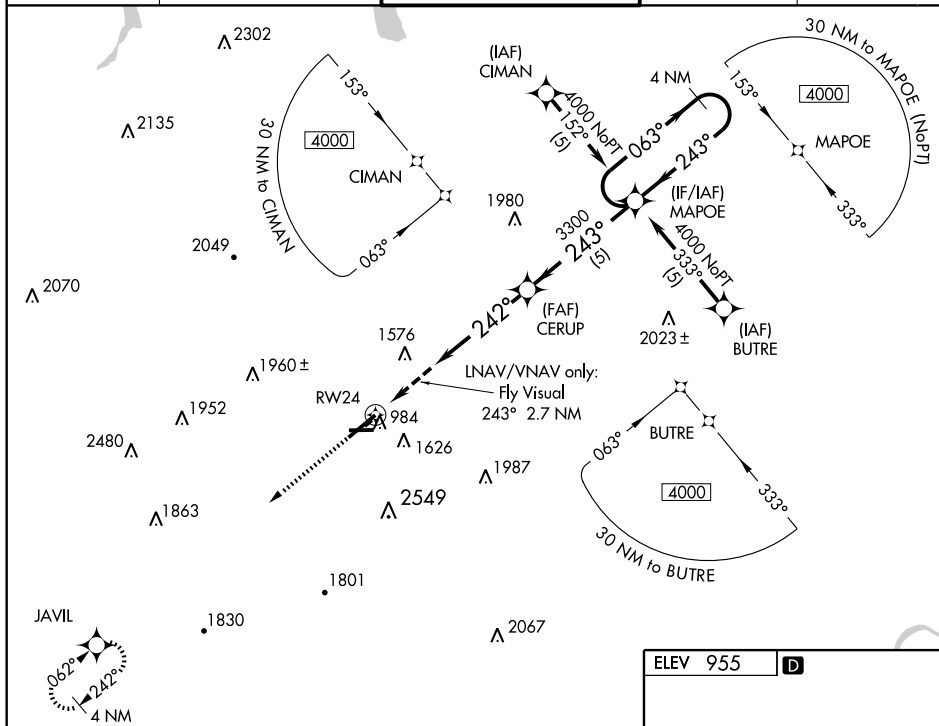
ATIS
125.475

ELMIRA APP CON ★
119.45 257.8

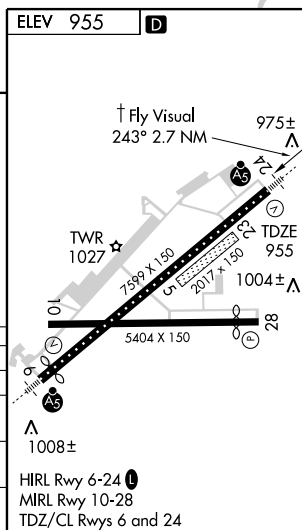
ELMIRA TOWER ★
121.1 (CTAF) 0 257.8

GND CON
121.9

UNICOM
122.95



4000	JAVIL	† LNAV/VNAV only	MAPOE	4 NM Holding Pattern
† Fly Visual 243° 2.7 NM		*2.9 NM to RW24	CERUP	063° → 4000 ← 243°
		*LNAV only		3300
				GS 3.00° TCH 52
	2.7	0.2	4.2 NM	5 NM
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1860-2	905 (1000-2)	1860-2 ¾ 905 (1000-2 ¾)	1860-3 905 (1000-3)
LNAV MDA	1920/40 965 (1000-¾)	1920/50 965 (1000-1)	1920-2 ½	965 (1000-2 ½)
CIRCLING	2060-2 1105 (1200-2)	2120-2 1165 (1200-2)	2140-2 ¾ 1185 (1200-2 ¾)	2140-3 1185 (1200-3)



APP CRS **281°**
 Rwy Idg **5004**
 TDZE **945**
 Apt Elev **955**

RNAV (GPS) RWY 28

ELMIRA/CORNING RGNL (ELM)

GPS or RNP-0.3 required.
 NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to
 4000 direct MIXUE WP and hold.

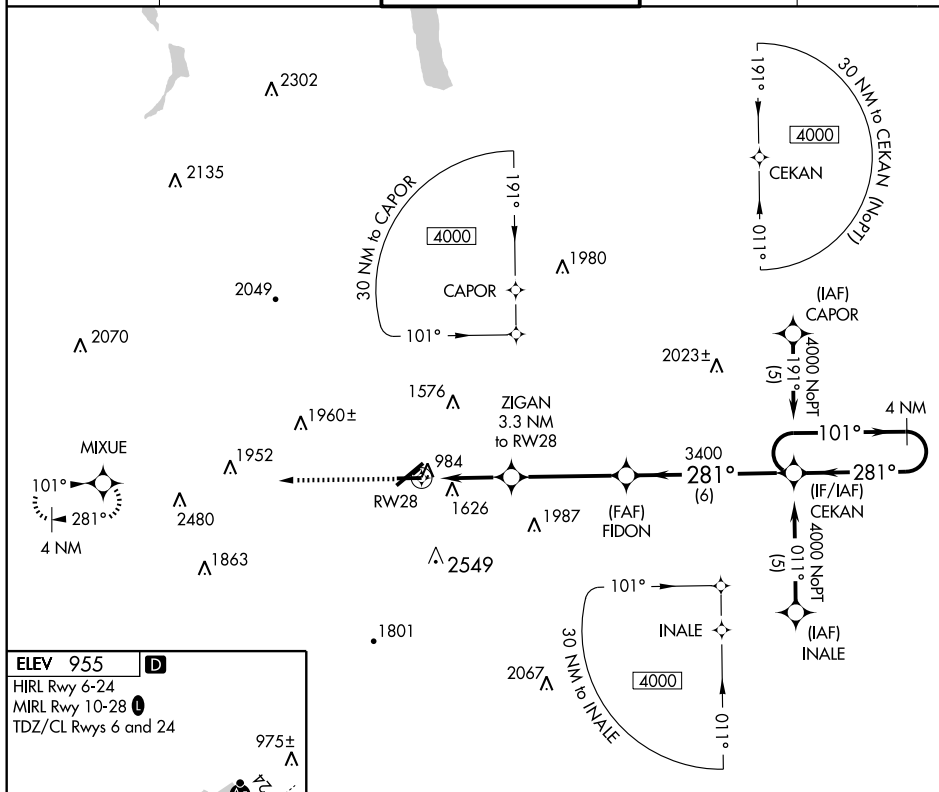
ATIS
125.475

ELMIRA APP CON ★
119.45 257.8

ELMIRA TOWER ★
121.1 (CTAF) 257.8

GND CON
121.9

UNICOM
122.95



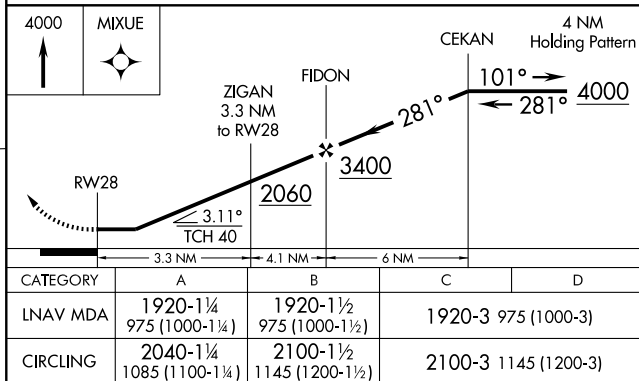
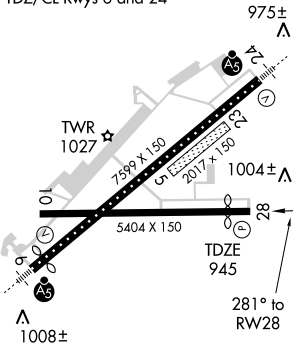
ELEV 955

D

HIRL Rwy 6-24

MIRL Rwy 10-28

TDZ/CL Rws 6 and 24



ENDICOTT

TRI-CITIES (CZG) 3 SW UTC-5(-4DT) N42°04.71' W76°05.78'

833 B **FUEL** 100LL, JET A, A1+ NOTAM FILE CZG

RWY 03-21: H3900X75 (ASPH) S-30 MIRL

RWY 03: REIL. Road.

RWY 21: REIL. PAPI(P2R)—GA 4.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1500-2100Z†. High terrain all quadrants.

PAEW AER 21. Rwy 21 safety area has surface variations/depressions. Grvl access road for glider area crosses Rwy 03 apch. Rotating bcn obscured N and W of arpt due to high terrain. Extensive glider activity. REIL Rwy 03 OTS indef. REIL Rwy 21 OTS indef. ACTIVATE MIRL Rwy 03-21 and REIL Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.075 (607) 785-2926.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **BINGHAMTON APP/DEP CON** 118.6 (1100-0500Z†) **CLNC DEL** 121.7

Ⓡ **NEW YORK CENTER APP/DEP CON** 133.35 (0500-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BINGHAMTON (L) VORTAC 112.2 CFB. Chan 59 N42°09.45'

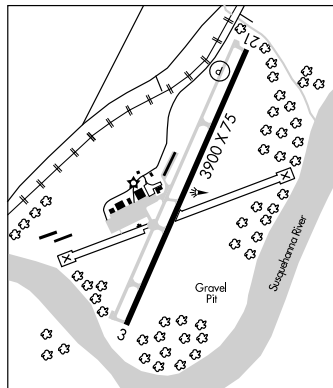
W76°08.19' 169° 5.1 NM to fld. 1583/10W.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services
1-888-766-8267.

NEW YORK

L-30

IAP



EVERS SPB (See NEW YORK)

FALLN N43°17.25' W76°18.28'

NDB (LOM) 220 FZ 329° 5.3 NM to Oswego Co.

APP CRS 036°	Rwy Idg TDZE Apt Elev	3900 833 833
------------------------	-----------------------------	---

RNAV (GPS) RWY 3

ENDICOTT/ TRI-CITIES (CZG)

T Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
A NA When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet.

MISSED APPROACH: Climbing left turn to 3400 direct HEPVO and hold.

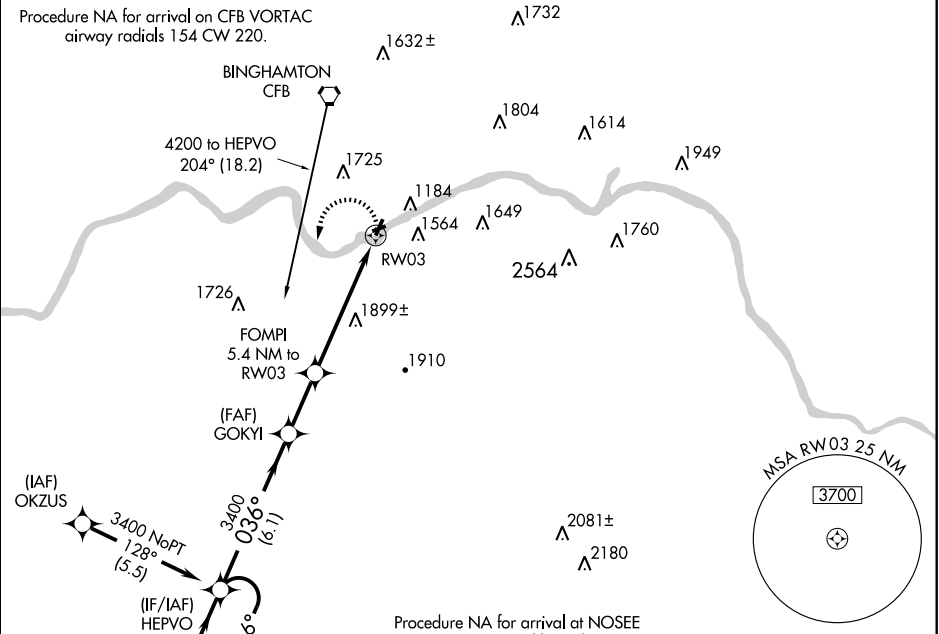
AWOS-3
119.075

BINGHAMTON APP CON ★
118.6 257.625

CLNC DEL
121.7

UNICOM
122.8 (CTAF) **L**

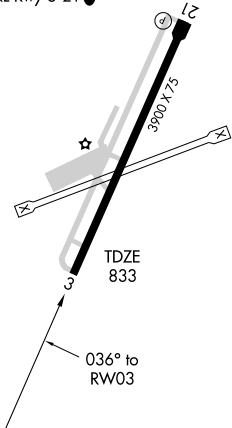
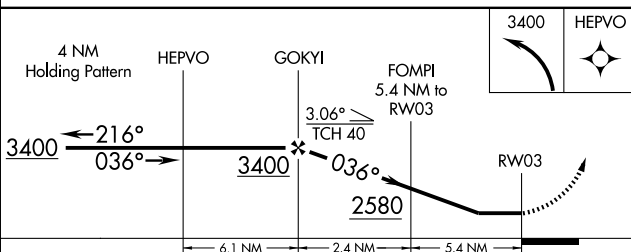
Procedure NA for arrival on CFB VORTAC
airway radials 154 CW 220.



Procedure NA for arrival at NOSEE
on V29 Southbound.

ELEV 833

REIL Rwy 3
REIL Rwy 21 **L**
MIRL Rwy 3-21 **L**



CATEGORY	A	B	C	D
LNAV MDA	2160-1¼ 1327 (1400-1¼)	2160-1½ 1327 (1400-1½)	2160-3 1327 (1400-3)	NA
CIRCLING	2160-1¼ 1327 (1400-1¼)	2160-1½ 1327 (1400-1½)	2160-3 1327 (1400-3)	NA

ENDICOTT, NEW YORK
Orig 03JUN10

42°05'N - 76°06'W

ENDICOTT/ TRI-CITIES (CZG)
RNAV (GPS) RWY 3

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3900
216°	TDZE	833
	Apt Elev	833

RNAV (GPS) RWY 21

ENDICOTT/ TRI-CITIES (CZG)

NA Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet and visibility LNAV Cat B and C 1/4 mile.

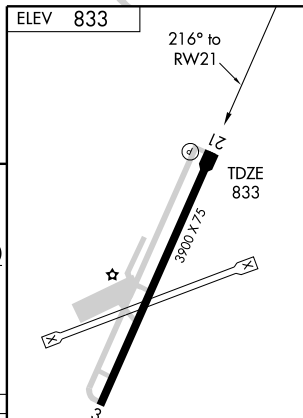
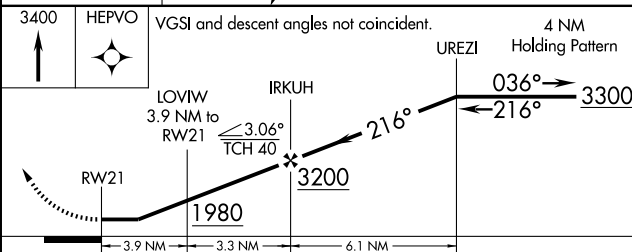
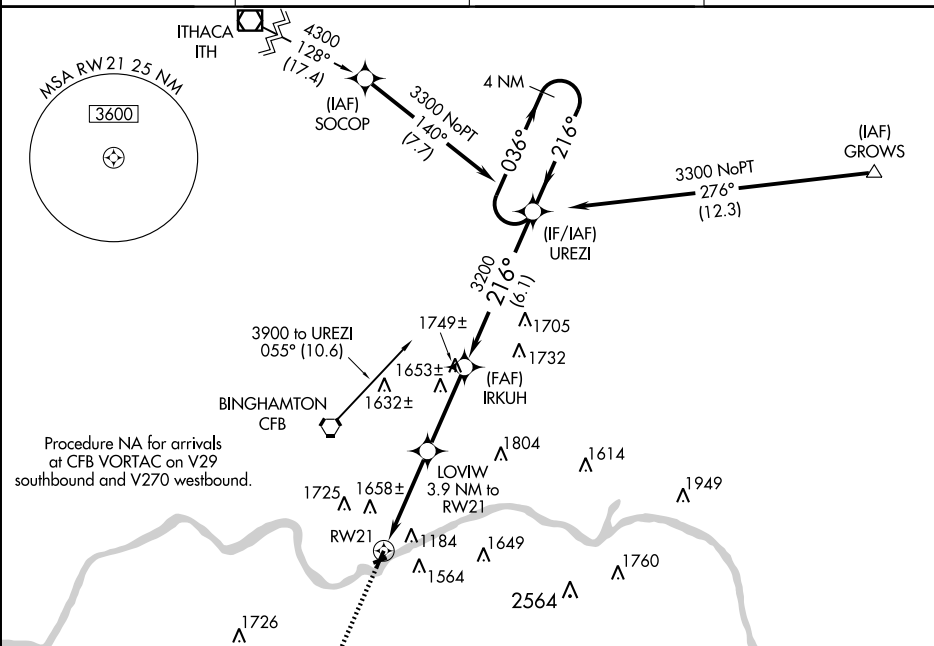
MISSED APPROACH: Climb to 3400 direct HEPVO and hold.

AWOS-3
119.075

BINGHAMTON APP CON *
118.6 257.625

CLNC DEL
121.7

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1780-1¼ 947 (1000-1¼)		1780-2¾ 947 (1000-2¾)	NA
CIRCLING	1940-1¼ 1107 (1200-1¼)	1960-1½ 1127 (1200-1½)	2020-3 1187 (1200-3)	NA

REIL Rwy 3
REIL Rwy 21
MIRL Rwy 3-21

VORTAC CFB 112.2 Chan 59	APP CRS 170°	Rwy Idg TDZE Apt Elev N/A N/A 833
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VOR-A

ENDICOTT/ TRI-CITIES (CZG)

▼ Circling NA at night. Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Binghamton altimeter and increase all MDA 140 feet.

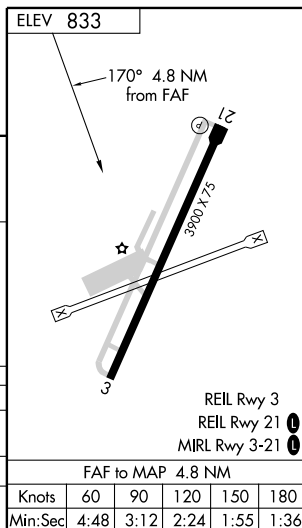
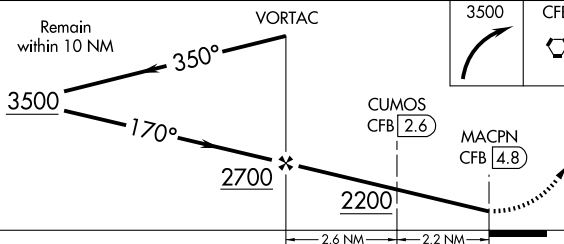
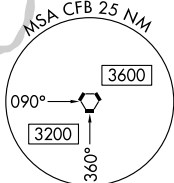
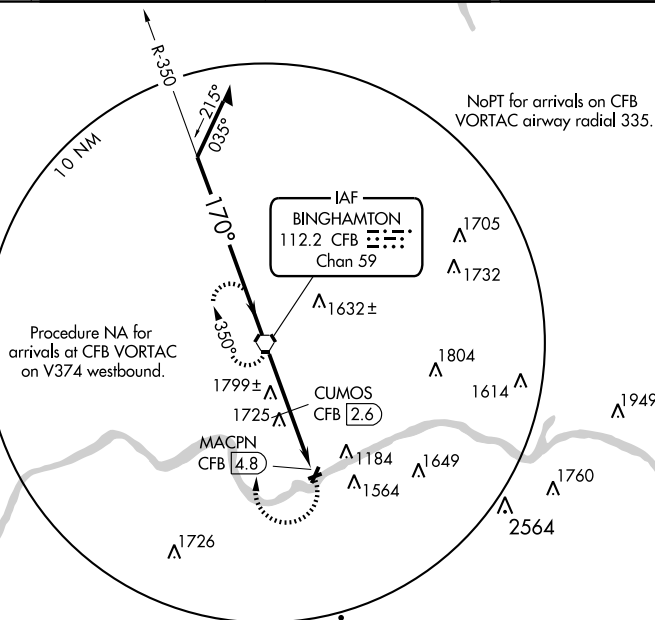
MISSED APPROACH: Climbing right turn to 3500 direct CFB VORTAC and hold.

AWOS-3
119.075

BINGHAMTON APP CON ★
118.6 257.625

CLNC DEL
121.7

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
CIRCLING	2200-1¼ 1367 (1400-1¼)	2200-1½ 1367 (1400-1½)	2200-3 1367 (1400-3)	NA

CUMOS FIX MINIMUMS

CIRCLING	2000-1¼ 1167 (1200-1¼)	2000-1½ 1167 (1200-1½)	2020-3 1187 (1200-3)	NA
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FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

10210

AIRPORT DIAGRAM

AL-704 (FAA)

FARMINGDALE / REPUBLIC (F.R.G.)
FARMINGDALE, NEW YORK

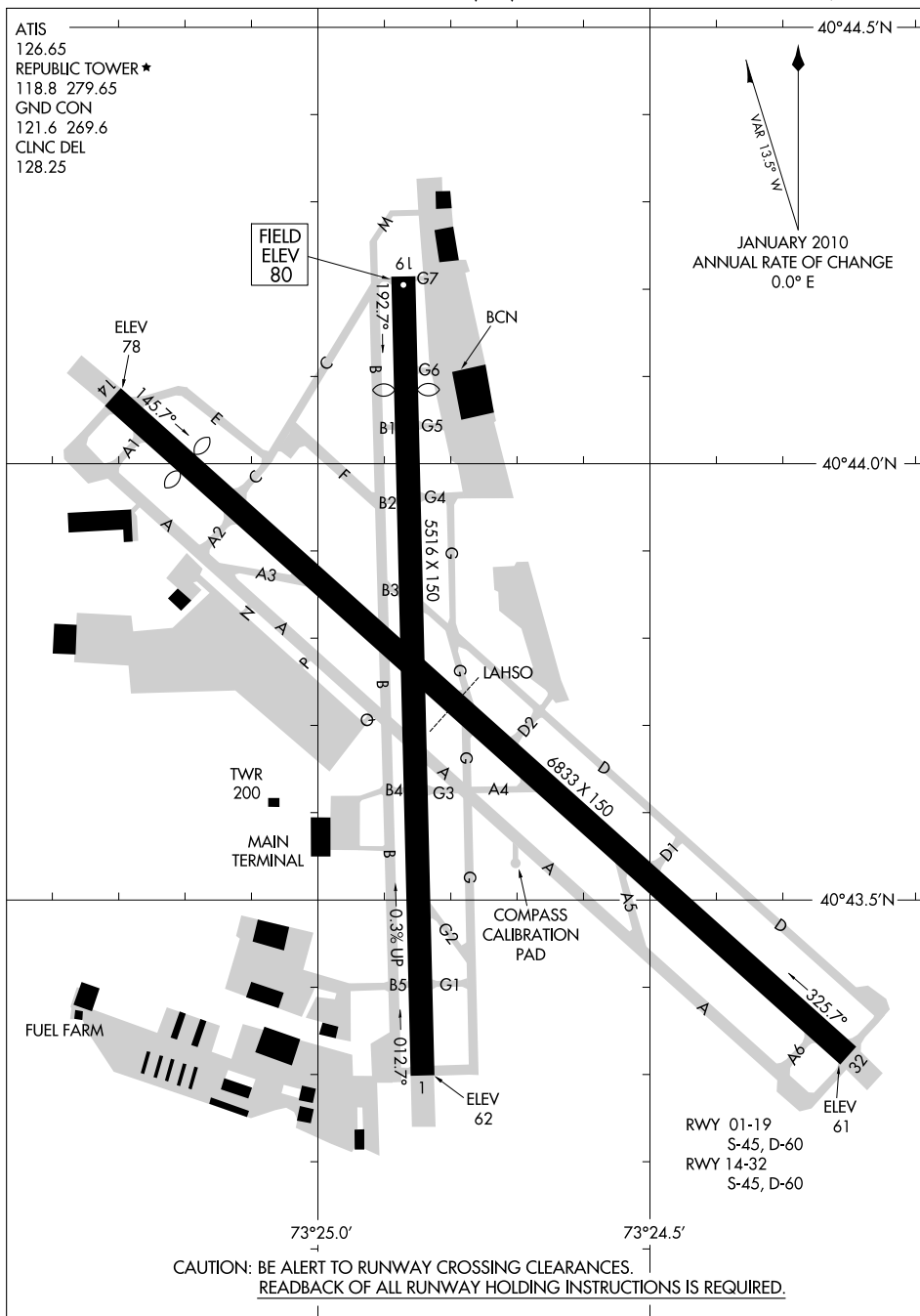
ATIS
126.65
REPUBLIC TOWER ★
118.8 279.65
GND CON
121.6 269.6
CLNC DEL
128.25

FIELD
ELEV
80

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010



AIRPORT DIAGRAM

FARMINGDALE, NEW YORK
FARMINGDALE / REPUBLIC (F.R.G.)

10210

FARMINGDALE

REPUBLIC

(FRG) 1 E UTC-5(-4DT) N40°43.73' W73°24.81'

78 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks

LRA Class IV, ARFF Index A. NOTAM FILE FRG

RWY 14-32: H6833X150 (ASPH-GRVD) S-45, D-60 HIRL

RWY 14: MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Thld dsplcd 676'. Pole.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 53'. Road. Rgt tfc.

RWY 01-19: H5516X150 (ASPH-GRVD) S-45, D-60 MIRL
0.3% up N

RWY 01: REIL. PAPI(P4R)—GA, 3.0° TCH 35'. Pole. Rgt tfc.

RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 39'. Thld dsplcd 789'. Building.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 32	01-19	3650'

AIRPORT REMARKS: Attended continuously. Birds in fixed arpt. Voluntary noise abatement procedures in effect for fixed wing and helicopter.

Ctc arpt management 631-752-7707 ext 6108. Rwy 01-19 hold lines located 125' from the rwy centerline. Acft with wingspan 79'

or larger are advised to taxi or back-taxi on rwys. Twys may not provide adequate width, turning radius, and/or separation from obstructions. Acft with wingspan of 79' or larger are advised that

clearance distances may not be adequate for tkf on Rwy 01-19 when acft are on Twy B or Twy G between Twys G4 and D and are restricted on Twy A between Twys A1 and A2.

Jet maintenance run ups permitted only in the Twy A6, Twy D, Twy F, and Twy G holding bays. TPA-1178(1100) conventional, 1678(1600) Turbo. When twr clsd ACTIVATE HIRL Rwy 14-32; MIRL Rwy 01-19; MALSR Rwy 14;

REILs Rwy 01, 19, and 32; PAPI Rwy 01, 19, 14, and 32; twy lgts—CTAF. Ldg fee for all acft except military and government.

WEATHER DATA SOURCES: ASOS (631) 752-8129. LAWRS.

COMMUNICATIONS: CTAF 118.8 ATIS 126.65 UNICOM 122.95

⑤ NEW YORK APP CON 127.4 134.35 132.4 123.7 118.4

⑤ NEW YORK DEP CON 125.7 134.35 123.7

TOWER 118.8 125.2 (1200-0400Z) GND CON 121.6 CLNC DEL 128.25

AIRSPACE: CLASS D svc 1200-0400Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

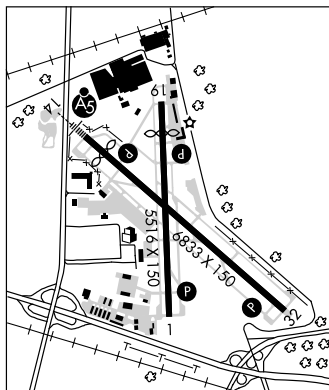
DEER PARK (L) VORW/DME 117.7 DPK Chan 124 N40°47.51' W73°18.22' 245° 6.3 NM to fld. 117/12W.

BABYLON NDB (HW) 275 BBN N40°40.35' W73°23.06' 353° 3.6 NM to fld. NDB unusable beyond 15 NM.

NOTAM FILE FRG.

FRIKK NDB (LOM) 407 FR N40°46.59' W73°28.95' 146° 4.3 NM to fld.

ILS 111.9 I-FRG Rwy 14. Class IE. LOM FRIKK NDB. GS unusable for coupled apch blo 310' MSL.



NEW YORK

COPTER

H-101, 12J, L-33B, 34H

IAP, AD

CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65

DEER PARK
117.7 DPK
Chan 124

REPUBLIC

JOHN F. KENNEDY INTL

ROBBINSVILLE
113.8 RBV
Chan 85

COYLE
113.4 CYN
Chan 81

ATLANTIC CITY
108.6 ACY
Chan 23

SEA ISLE
114.8 SIE
Chan 95

N39°05.73'
W74°48.02'
L-34, H-10-12

CAMRN
N40°01.04'-W73°51.66'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 11,000'
and 250 Kts.

KARRS
N39°50.45'
W73°59.16'

PANZE
N39°40.56'
W74°10.09'

HOGGS
N39°34.97'-W74°16.24'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at FL 180
or lowest usable Flight Level.

BOTON
N39°24.87'
W74°27.29'

Note: STAR applicable to Turbojet
aircraft only.

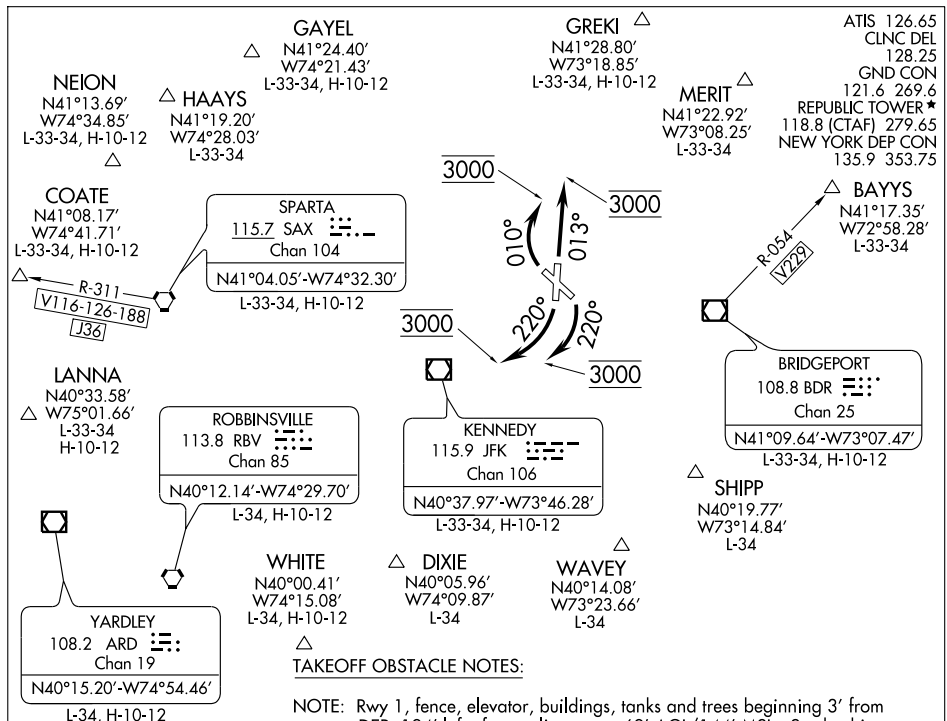
NOTE: Chart not to scale.

From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar
vectors to final approach fix in use.

CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

FARMINGDALE FOUR DEPARTURE

FARMINGDALE/REPUBLIC (FRG)
FARMINGDALE, NEW YORK

TAKE-OFF MINIMUMS:

Rwy 14, 19, standard.
Rwy 1, 200-1¼ or standard
with minimum climb of 207' per NM to 300.
Rwy 32, standard with
minimum climb of 242' per
NM to 800.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb heading 013°, maintain 3000 feet, thence . . .TAKE-OFF RUNWAY 14 and 19: Climbing right turn via heading 220°, maintain 3000 feet, thence. . .TAKE-OFF RUNWAY 32: Climbing right turn via heading 010°, maintain 3000 feet, thence . . .

. . . via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

BAYYS DEPARTURES: Expect vectors to BDR VOR/DME R-054 to BAYYS INT.

COATE DEPARTURES: Expect vectors to SAX VORTAC/SAX R-311 to COATE INT.

FARMINGDALE FOUR DEPARTURE

LOC I-FRG 111.9	APP CRS 146°	Rwy Idg TDZE Apt Elev	6157 77 80
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ILS or LOC RWY 14

FARMINGDALE/REPUBLIC (FRG)

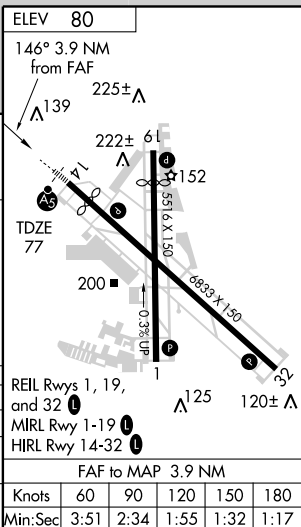
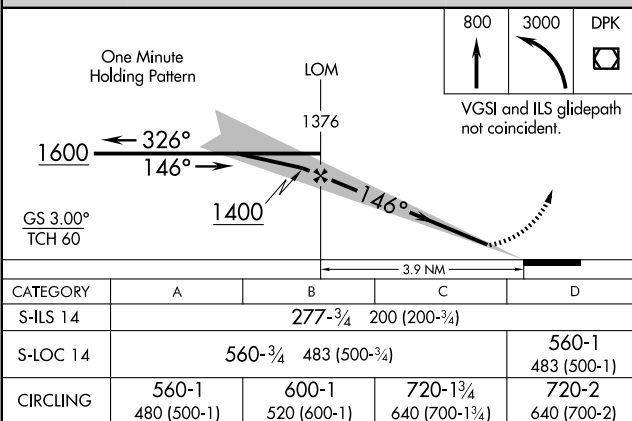
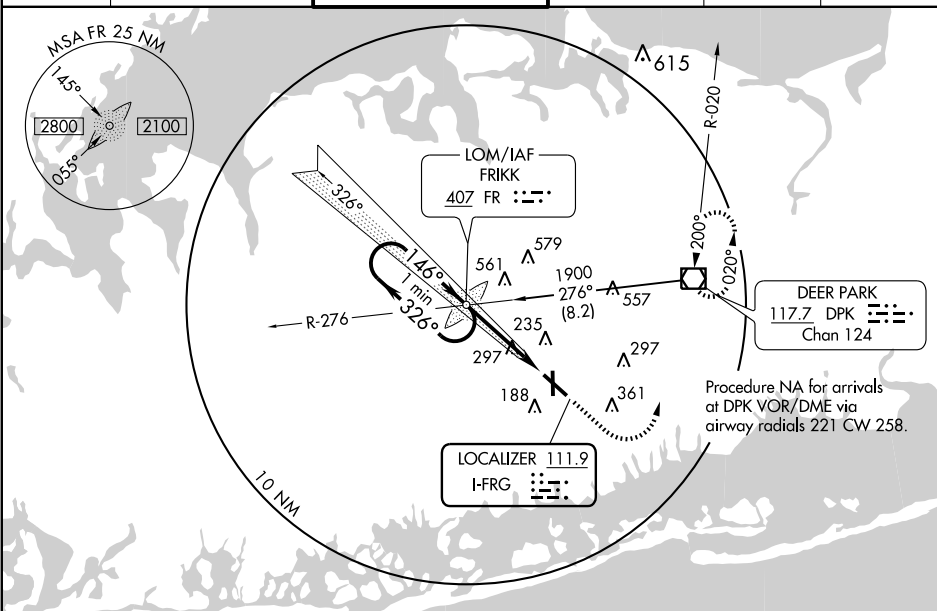
T Inoperative table does not apply to S-ILS 14. Autopilot coupled approach NA below 310. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase S-LOC 14 and Circling Cats C and D visibility $\frac{1}{4}$ mile. For inoperative MALSR, increase S-LOC 14 Cat A and B visibility $\frac{1}{4}$ mile.

MALSR



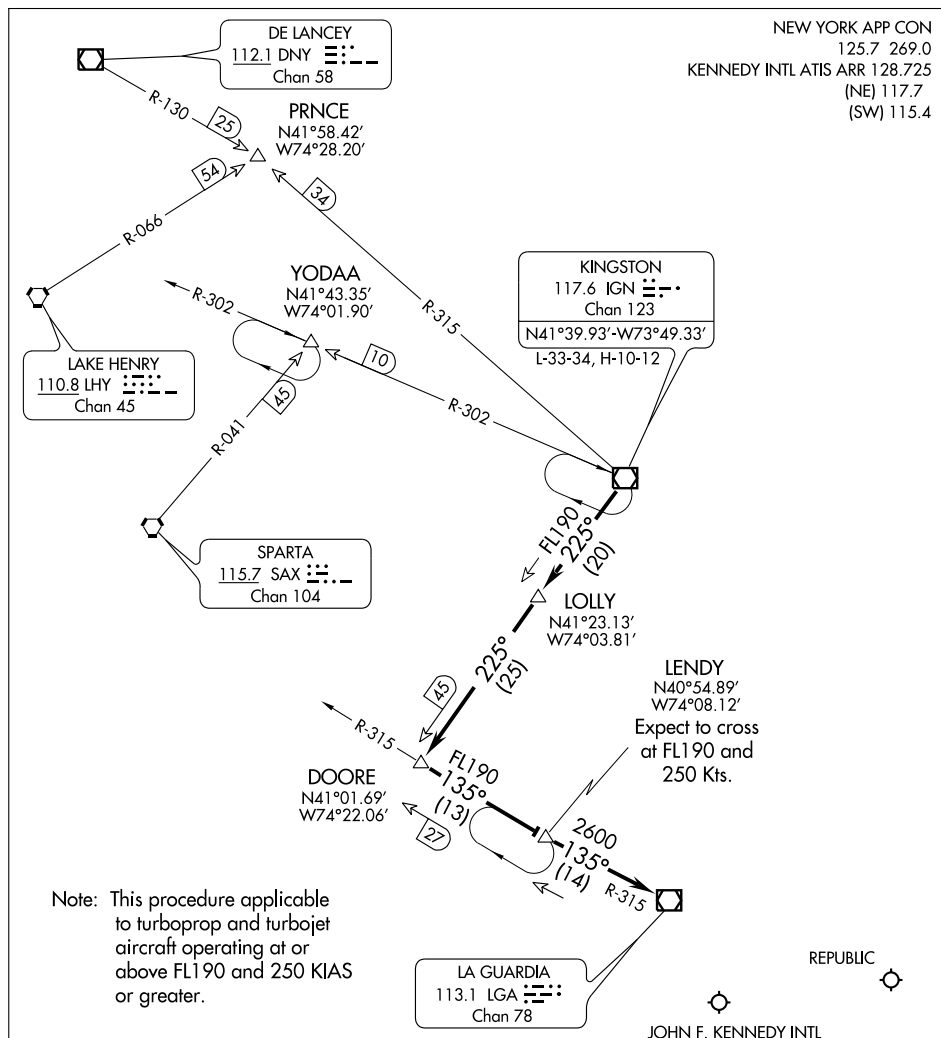
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.

ATIS 126.65	NEW YORK APP CON 127.4 269.0	REPUBLIC TOWER ★ 118.8 (CTAF) 0 279.65	GND CON 121.6 269.6	CLNC DEL 128.25	UNICOM 122.95
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KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK



NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

DME REQUIRED

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.

KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

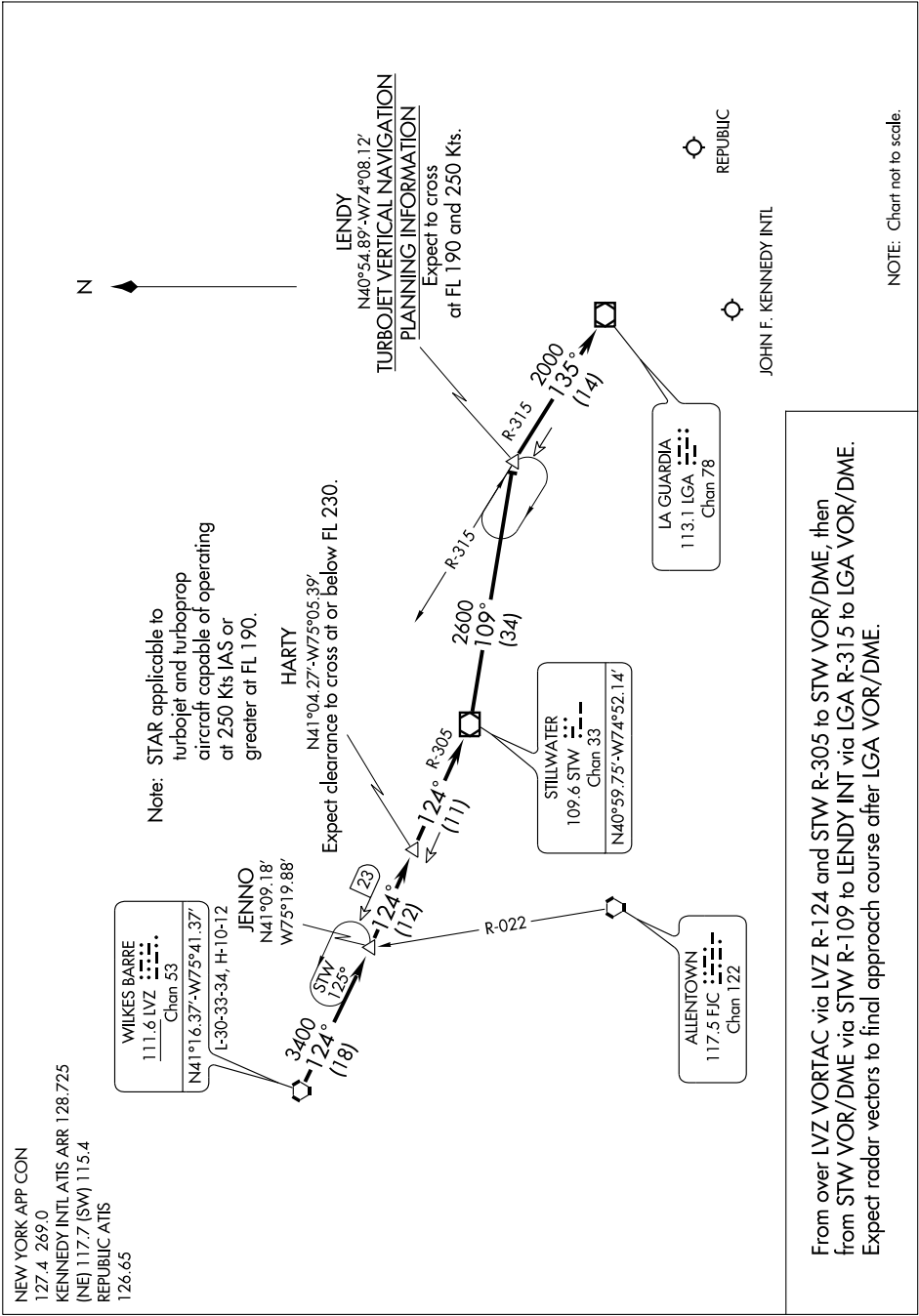
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

LENDY FIVE ARRIVAL

NEW YORK, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010



LENDY FIVE ARRIVAL

NEW YORK, NEW YORK

NOTE: Chart not to scale.

NDB BBN	APP CRS	Rwy Idg	5516
<u>275</u>	349°	TDZE	72
		Apt Elev	82

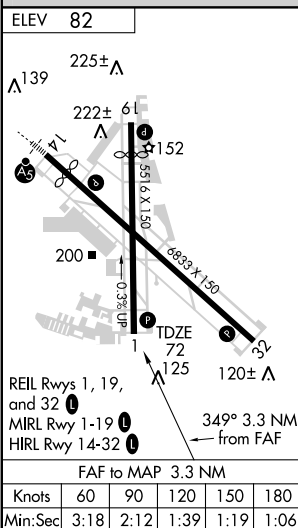
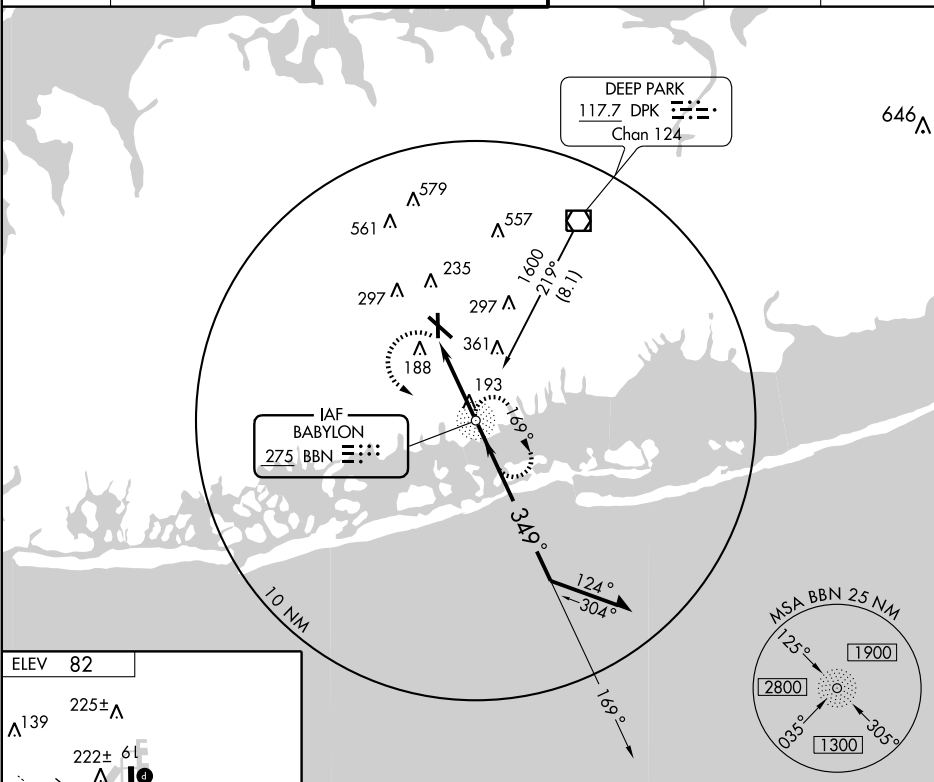
NDB RWY 1

FARMINGDALE/REPUBLIC (FRG)



MISSED APPROACH: Climbing left turn
to 1600 direct BBN NDB and hold.

ATIS 126.65	NEW YORK APP CON 127.4 269.0	REPUBLIC TOWER ★ 118.8 (CTAF) 0 279.65	GND CON 121.6 269.6	CLNC DEL 128.25	UNICOM 122.95
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PARCH ONE ARRIVAL (RNAV)

ST-610 (FAA)

NEW YORK, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS AR
(NE) 117.7
(SW) 115.4

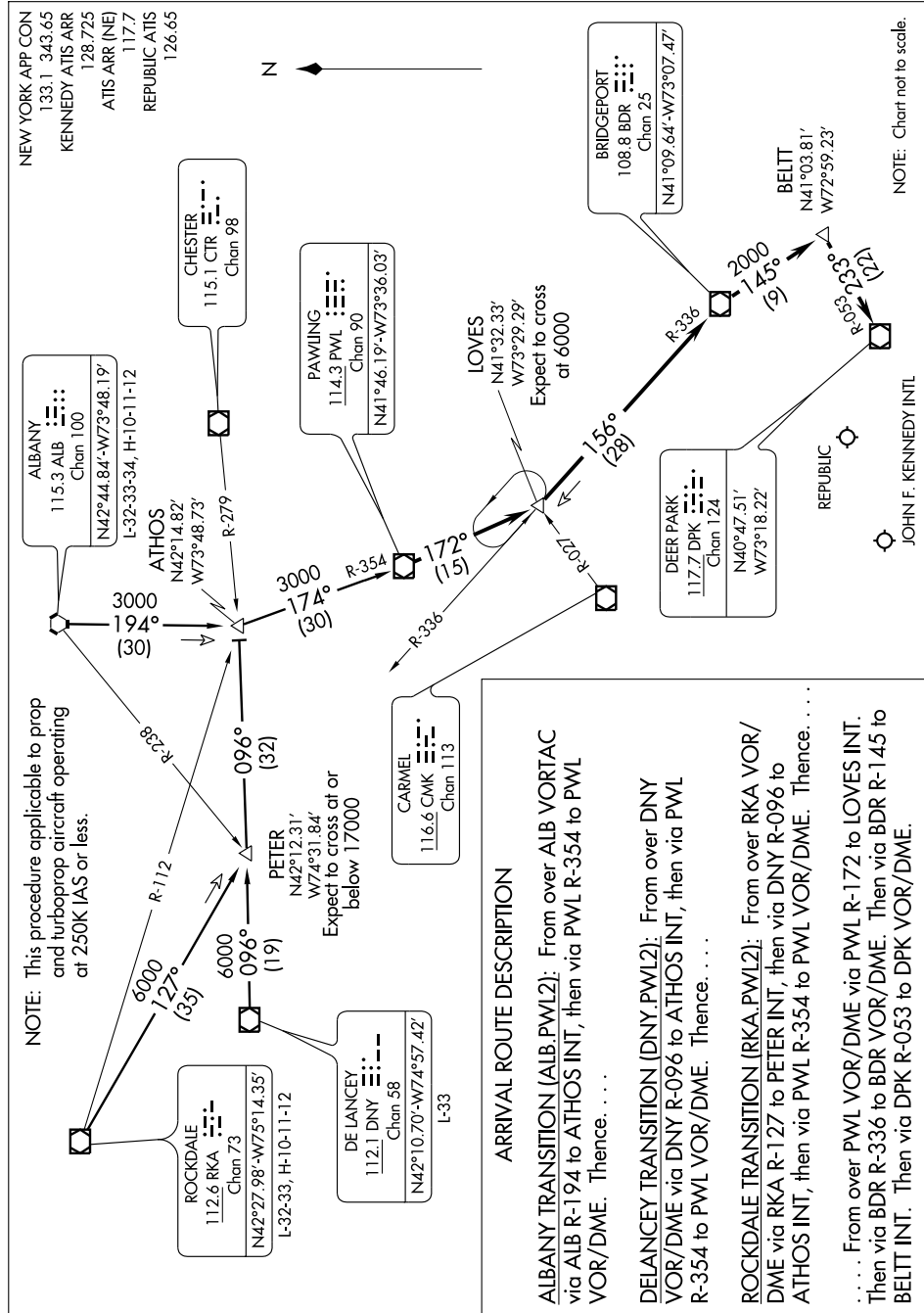
ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.PARCH1)
PLYMM TRANSITION (PLYMM.PARCH1)
SANDY POINT TRANSITION (SEY.PARCH1)

PAWLING TWO ARRIVAL

NEW YORK, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010

PAWLING TWO ARRIVAL

NEW YORK, NEW YORK

APP CRS	Rwy Idg	5516
013°	TDZE	72
	Apt Elev	80

RNAV (GPS) RWY 1

FARMINGDALE/REPUBLIC (FRG)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Islip altimeter setting and increase all MDA 40 feet and increase LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ARINY and right turn via track 113° to DPK VOR/DME and hold, continue climb-in-hold to 3000.

ATIS
126.65

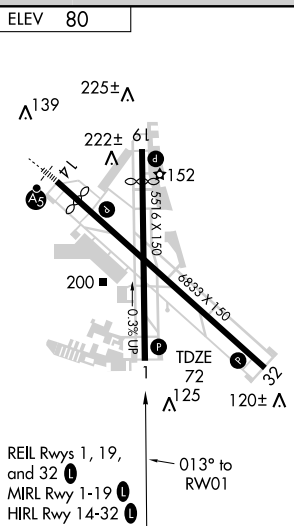
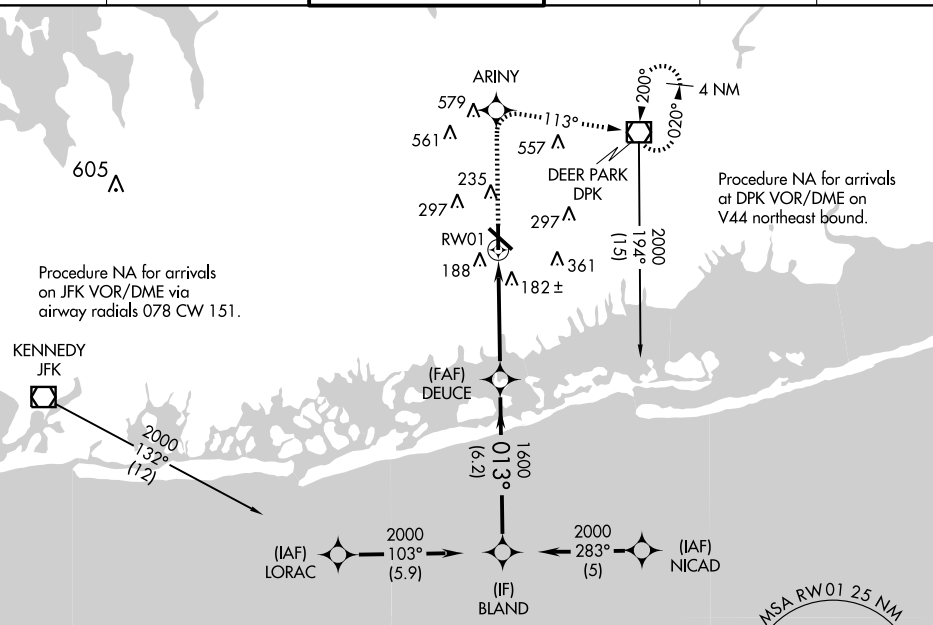
NEW YORK APP CON
127.4 269.0








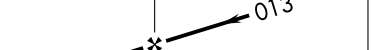
REPUBLIC TOWER ★
118.8 (CTAF) 0 279.65

GND CON
121.6 269.6

CLNC DEL
128.25

UNICOM
122.95



3000		ARINY		DPK			
							
		RWY01		DEUCE		BLAND	
						2000	
						Procedure Turn NA	
		4.7 NM		6.2 NM			
CATEGORY		A		B		C	
LNAV MDA		460-1 388 (400-1)				460-1¼ 388 (400-1¼)	
CIRCLING		560-1 480 (500-1)		600-1 520 (600-1)		720-1¾ 640 (700-1¾)	
						720-2 640 (700-2)	

WAAS CH 69612 W14A	APP CRS 146°	Rwy ldg TDZE Apt Elev	6157 77 80
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RNAV (GPS) RWY 14

FARMINGDALE/REPUBLIC (FRG)

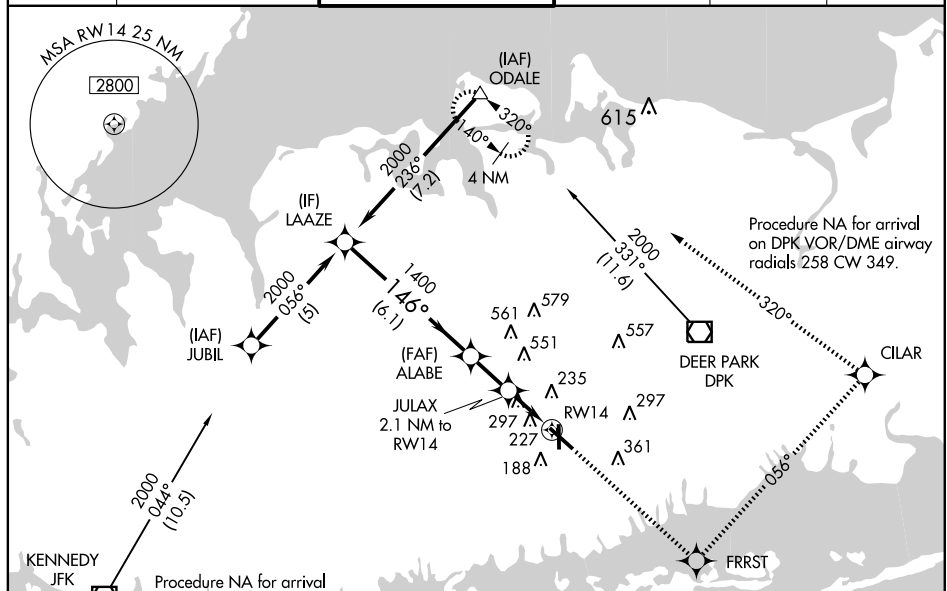
▼ Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase DA 37 feet, all MDA 40 feet, increase LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibilities ¼ mile. Baro-VNAV and VDP NA when using Islip altimeter setting.

MALSR



MISSED APPROACH:
Climb to 3000 direct FRRST and via 056° track to CILAR and left turn via track 320° to ODALE and hold.

ATIS 126.65	NEW YORK APP CON 127.4 269.0	REPUBLIC TOWER ★ 118.8 (CTAF) 0 279.65	GND CON 121.6 269.6	CLNC DEL 128.25	UNICOM 122.95
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Procedure Turn NA	LAAZE	3000	FRRST	056° trk	CILAR	ODALE
2000	146°	ALABE	JULAX 2.1 NM to RW14	*LNAV only.	146° to RW14	225±
GS 3.00° TCH 60	1400	*800	*1.4 NM to RW14	RW14	139	222±
VGSI and RNAV glidepath not coincident.	6.1 NM	1.8 NM	0.7 NM	1.4 NM	TDZE 77	152
CATEGORY	A	B	C	D		
LPV DA	277-3/4		200 (200-3/4)			
LNAV/VNAV DA	596-13/4		519 (600-13/4)			
LNAV MDA	560-1 483 (500-1)		560-1 1/4 483 (500-1 1/4)		560-1 1/2 483 (500-1 1/2)	
CIRCLING	560-1 480 (500-1)		600-1 520 (600-1)		720-1 3/4 640 (700-1 3/4)	
					720-2 640 (700-2)	

REIL Rwy 1, 19, and 32

MIRL Rwy 1-19

HIRL Rwy 14-32

APP CRS
193°

Rwy Idg **4727**
TDZE **78**
Apt Elev **80**

RNAV (GPS) RWY 19

FARMINGDALE/REPUBLIC (FRG)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Islip altimeter setting and increase all MDA 40 feet and LNAV Cat C and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.

ATIS
126.65

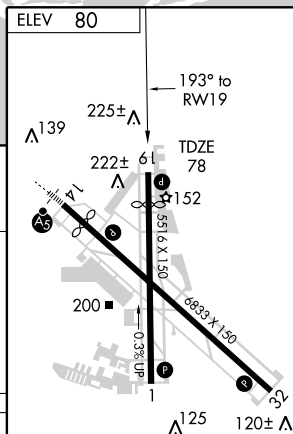
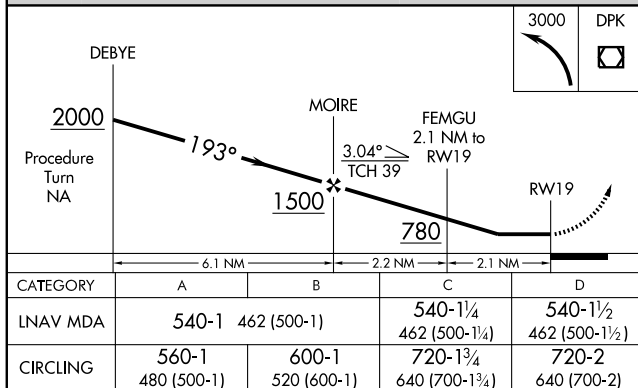
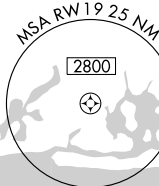
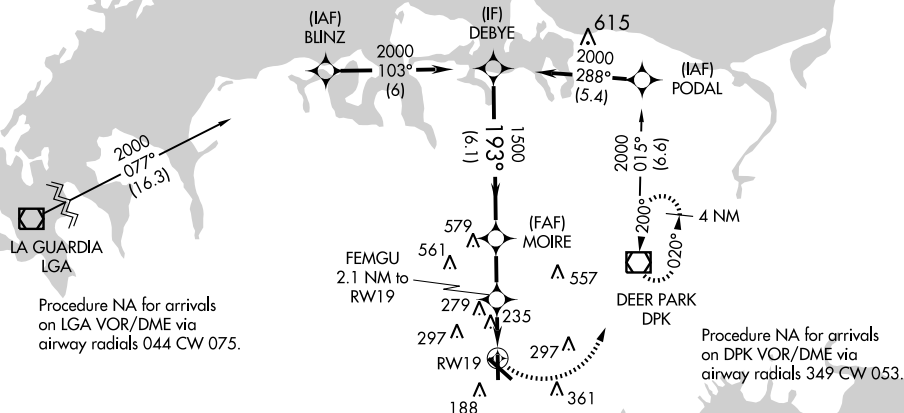
NEW YORK APP CON
127.4 269.0

REPUBLIC TOWER ★
118.8 (CTAF) 0 279.65

GND CON
121.6 269.6

CLNC DEL
128.25

UNICOM
122.95



REIL Rwy 1, 19, and 32
MIRL Rwy 1-19
HIRL Rwy 14-32

WAAS CH 70715 W32A	APP CRS 326°	Rwy Idg TDZE Apt Elev	6833 68 80
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RNAV (GPS) RWY 32

FARMINGDALE/REPUBLIC (FRG)

▼ Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and Circling Cat C and D visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct FAAYE and via track 008° to ODALE and hold.

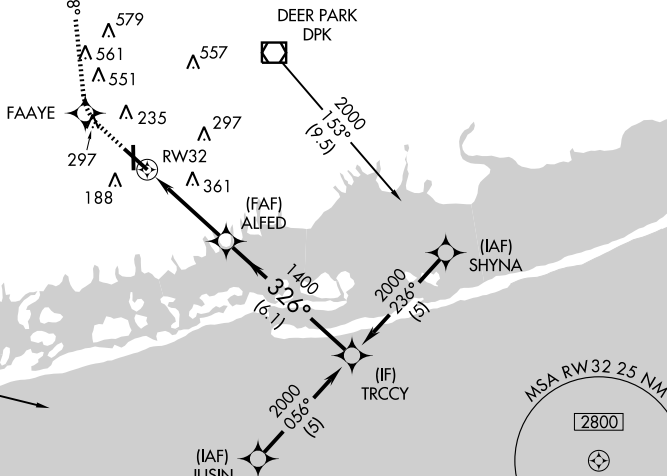
ATIS 126.65	NEW YORK APP CON 127.4 269.0	REPUBLIC TOWER ★ 118.8 (CTAF) 0 279.65	GND CON 121.6 269.6	CLNC DEL 128.25	UNICOM 122.95
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MISSED APCH FIX
ODALE

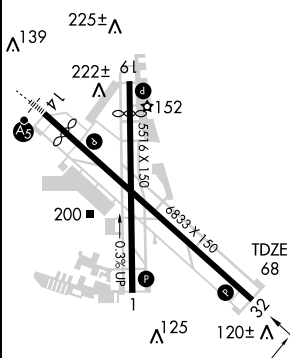


Procedure NA for arrivals at
JFK VOR/DME via airway
radials 065 CW 150.

KENNEDY
JFK

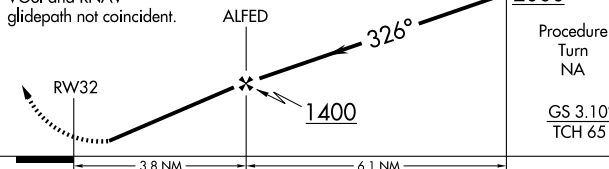


ELEV 80



3000	FAAYE	trk 008°	ODALE
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VGSI and RNAV
glidepath not coincident.



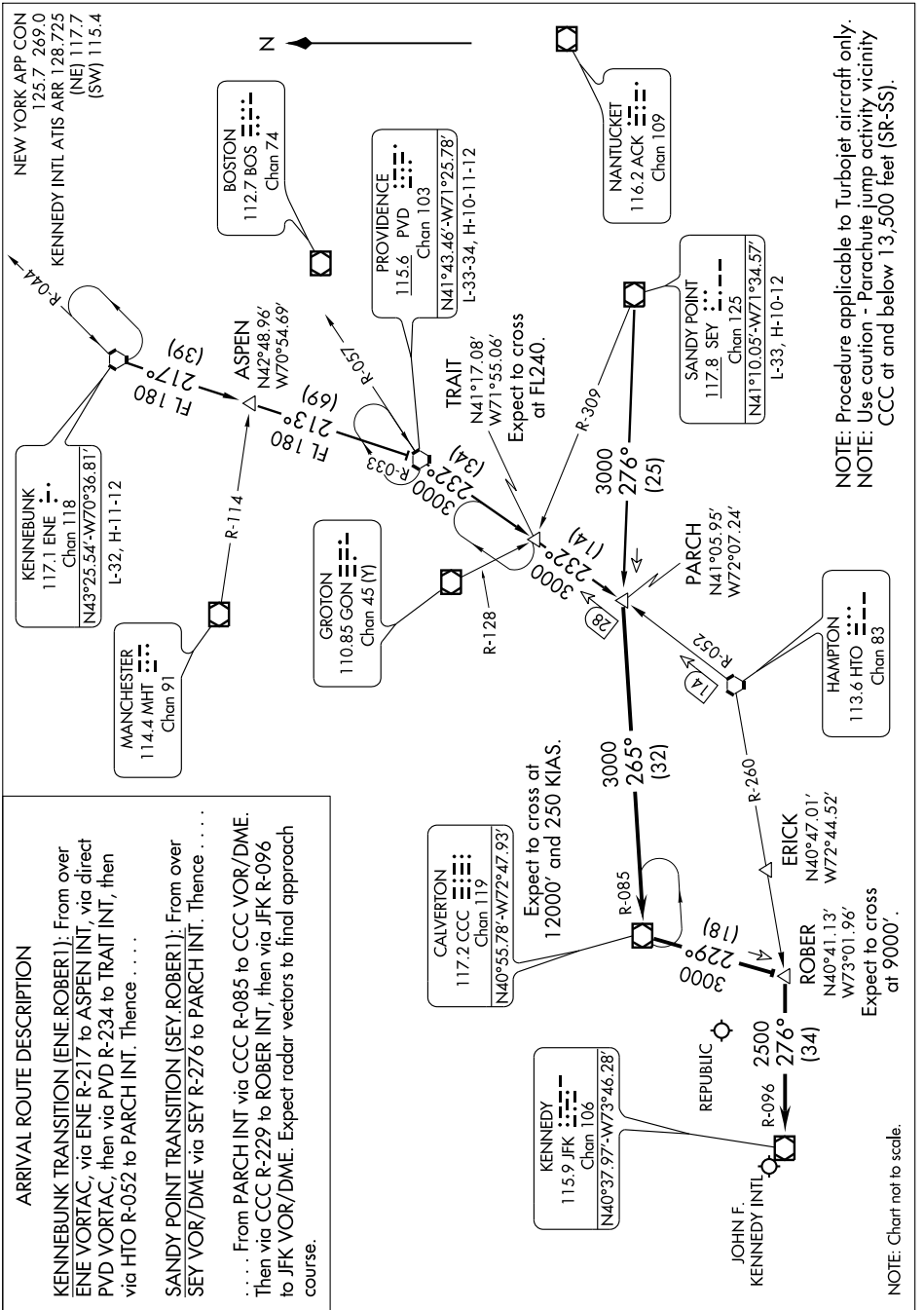
CATEGORY	A	B	C	D
LPV DA		369-1	301 (300-1)	
LNAV/VNAV DA		761-2¼	693 (700-2¼)	
LNAV MDA	680-1	612 (600-1)	680-1¾ 612 (600-1¾)	680-2 612 (600-2)
CIRCLING	680-1	600 (600-1)	720-1¾ 640 (700-1¾)	720-2 640 (700-2)

ROBER ONE ARRIVAL

ST-610 (FAA)

NEW YORK, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010

ROBER ONE ARRIVAL

NEW YORK, NEW YORK

FISHERS ISLAND**ELIZABETH FLD** (ØB8) 8 SE UTC-5(-4DT) N41°15.08' W72°01.90'

9 NOTAM FILE BDR

RWY 12-30: H2328X100 (ASPH) MIRL**RWY 12:** REIL. PAPI(P2L)—GA 3.0° TCH 21'.**RWY 30:** REIL. PAPI(P2R)—GA 3.0° TCH 20'. Rock seawall.**RWY 07-25:** H1792X75 (ASPH) MIRL**RWY 07:** REIL. PAPI(P2L)—GA 3.75° TCH 24'. Bunker.**RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 20'. Hill.

AIRPORT REMARKS: Attended May-Oct Sun 1500-0100Z±, Mon, Tues, Wed, Thu and Sat 1300-2130Z±, Fri 1300-0100Z±. Unattended Nov-Apr. Airport located 7.0 NM SE of New London CT. MIRL Rwy 07-25 OTS indef. Rwy 07 REIL OTS indef. Rwy 25 REIL OTS indef. Rwy 12 PAPI OTS indef. Rwy 30 PAPI OTS indef. ACTIVATE MIRL Rwys 07-25 and 12-30; PAPI Rwys 07 and 25 and 12 and 30—CTAF. Ldg fee.

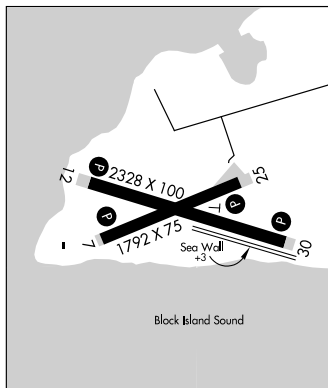
COMMUNICATIONS: CTAF/UNICOM 122.8**GROTON RCO 122.1R 110.85R** (BRIGEPOR RADIO)Ⓡ **PROVIDENCE APP/DEP CON 125.75** (1045-0500Z±)**BOSTON CENTER APP/DEP CON 124.85** (0500-1045Z±)**RADIO AIDS TO NAVIGATION:** NOTAM FILE GON.**GROTON (T) VOR/DME 110.85** GON Chan 45(Y) N41°19.82'

W72°03.12' 183° 4.8 NM to fld. 20/14 W.

NEW YORK

L-33C, 341

IAP

**FLOYD BENNETT MEMORIAL** (See GLEN FALLS)**FORT DRUM** (See WHEELER SACK AAF)**FRANCIS S GABRESKI** (See WESTHAMPTON BEACH)**FRANKFORT-HIGHLAND** (See UTICA/FRANKFORT)**FREEHOLD** (115) 1 NW UTC-5(-4DT) N42°21.86' W74°03.96'

NEW YORK

440 S2 NOTAM FILE BTV

RWY 12-30: H2275X22 (ASPH-AFSC)**RWY 12:** Tree.**RWY 30:** Trees.

AIRPORT REMARKS: Attended Apr-Dec 1400Z±-dusk. Extensive glider activity, especially on weekends. PPR for ldg until 01 Apr snow on rwy. Rgt tfc for gliders Rwy 12 only. Rwy 12-30 100 ft by 2640 ft turf rwy adjacent to paved rwy (S edge) beginning at 735' from Rwy 30 thld.

COMMUNICATIONS: CTAF 122.85**FRIKK** N40°46.59' W73°28.95' NOTAM FILE FRG.**NDB (LOM) 407** FR 146° 4.3 NM to Republic.

VOR/DME GON
110.85
Chan **45** (Y)

APP CRS
183°

Rwy Idg **N/A**
TDZE **N/A**
Apt Elev **9**

VOR or GPS-A

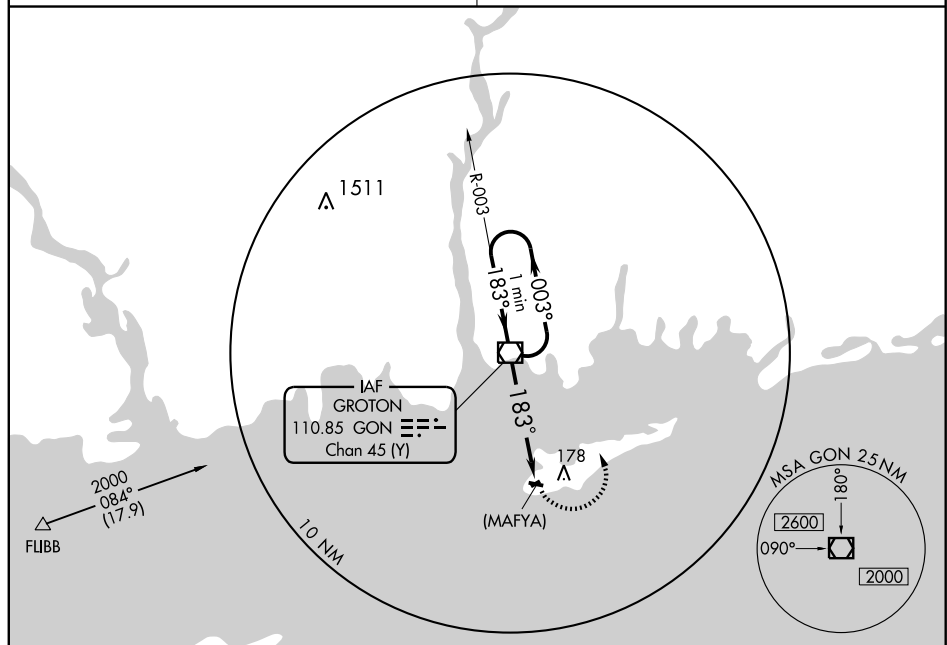
FISHERS ISLAND / ELIZABETH FIELD (ØB8)

▼ Use Groton-New London altimeter setting; when not received, use Block Island State altimeter setting.
▲ NA Circling not authorized at night to Rwys 7 and 25.

MISSED APPROACH: Climbing left turn to 2000 direct GON VOR/DME and hold.

PROVIDENCE APP CON ★
125.75 319.2

UNICOM
122.8 (CTAF) **Ø**



NoPT for arrival on GON VOR/DME airway radial 024.

One Minute
Holding Pattern

VOR/DME

2000

003°

183°

(MAFYA)

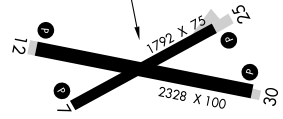
4.7 NM

2000

GON
110.85

ELEV 9

183° 4.7 NM
from FAF

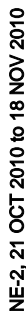


CATEGORY	A	B	C	D
CIRCLING	480-1	471 (500-1)	480-1½ 471 (500-1½)	NA
BLOCK ISLAND STATE ALTIMETER SETTING MINIMUMS				
CIRCLING	560-1	551 (600-1)	560-1½ 551 (600-1½)	NA

REIL Rwys 7, 12, 25 and 30
MIRL Rwys 7-25 and 12-30 **Ø**

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



WHEELER SACK AAF (FORT DRUM) (GTB)(KGTB) A 1 NE UTC-5(-4DT)

N44°03.34' W75°43.19'

MONTREAL

H-11C, 12K, L-32F

DIAP, AD

688 B TPA—See Remarks NOTAM FILE BTV Not insp.

RWY 03-21: H10000X150 (CONC) PCN 91 R/B/W/T HIRL

RWY 03: ALSF1. PAPI. Thld dsplcd 1366'. **RWY 21:** ALSF1. PAPI.

RWY 15-33: H4998X150 (CONC) PCN 51 R/C/W/T HIRL

RWY 15: MALS. RAIL. FLOODS. **RWY 33:** FLOODS.

RWY 08-26: H4501X150 (CONC) PCN 9 R/C/W/T MIRL

MILITARY SERVICE: FUEL J8. PPR Avbl Mon-Fri 1200-0200Z†, other times prior notice. **FLUID**—De-icing Type I and Type IV avbl with 3 hr prior notice. **TRAN ALERT** Limited.

MILITARY REMARKS: RSTD 24 hr PPR DSN 772-5681, C315-772-5681. Prior notice rqr by Fri 2100Z† for weekend and following Mon. Tkf Rwy 26 and ldg Rwy 08 VFR only for Cat B, C, D acft. Rwy 03-21 accelerate stop and tkf run distance avbl 10,000'. Section of Rwy 08-26 between Rwy 03-21 and Twy D rated CON PCN 80 R/B/W/T. All tran acft must notify Base Ops no later than 20 min out and must contact GTB Apch Ctl within 25-30 NM of GTB and advise of intentions. Acft that plan on arriving GTB via an IFR military training route or VFR military training route must inform Base Ops when requesting a PPR. **CAUTION** Lgt stack 860'

2 NM west of arpt. R5201 east of airfield, heavy artillery, rotary wing and fixed wing jet acft activity.

TFC PAT TPA—Rotary wing 1398(710), fixed wing 1998(1310), turbojet 2498(1810), overhead 2998(2310).

NS ABTMT Fly friendly program in effect. Does not apply to Aerial Port of Embarkation mission acft. Quiet hr policy for transient aircrews conducting practice approaches and training flights 0300-1100Z†, ctc airfield manager thru base ops for exceptions. **CSTMS/AG/IMG** CSTMS and AG rqr 24 hr advance notice, coordinate thru Base OPS. **MISC** Wx svc avbl Mon 0300Z†-Fri 2100Z† (or end of lcl flying), exc hol. DSN 772-6065. C315-772-6065. After duty hrs wx brief avbl from 15 OWS Scott AFB DSN 576-9755/9702, C618-256-9755/9702. Primary wx sensors automated 24/7. During augmentation/back-up wx obsn point is obstructed 033°-162°. ATC will assist in cooperative watch by notifying wx of unreported conditions. Notify twr 20 min out with Code 6 and avb on board. All tran helicopter enroute R5201 must stop GTB for rqr safety brief. Base OPS Mon-Fri 1200-0400Z†, weekend 1300-2100Z†, other times prior notice. Narrow Twy A, B arc 40° wide. Visibility limited to 1/4 to 1/16 of a mile in this sector. Tight turns rqr from Twy A to B and B to A, advise GND if acft cannot make these turns. Acft inbound for Directorate of Logistics Aviation Intermediate Maintenance must arrive no later than 1900Z†, ctc C315-772-7536, DSN 772-7536. All transit acft crews opr on Mountain Ramp or hot pads ctc Base OPS 126.2 or 280.8 (if no response ctc GND) for engine start authority. Compass Rose on the center sod is not calibrated.

COMMUNICATIONS: ATIS 119.525

® **APP/DEP CON** 128.25 257.6

TOWER 118.75 290.25 **GND CON** 121.9 229.8 **CLNC DEL** 120.8 **PMSV SACK METRO** 304.3

BASE OPS 126.2 280.8

FORT DRUM FLT FLW 141.025 397.75 (All acft ctc Drum CON prior entry R5201.)

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

WATERTOWN (L) VORTAC 109.8 ART Chan 35 N43°57.12' W76°03.88' 080° 16.2 NM to fld. 370/12W.

DRUM NDB (MHW) 257 GTB N44°04.11' W75°44.16' 151° 1.0 NM to fld. NOTAM FILE GTB.

ILS 108.5 I-AEZ Rwy 03.

ILS 108.5 I-GTB Rwy 21.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

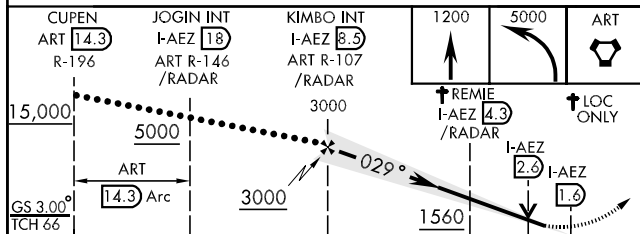
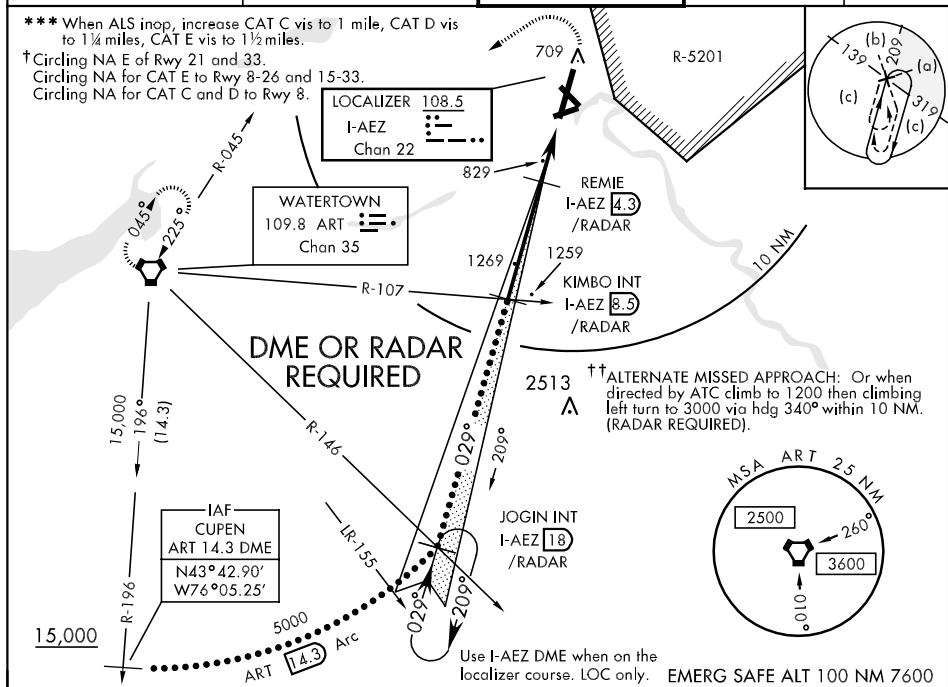
LOC I-AEZ 108.5	APCH CRS 029°	Rwy ldg 8634 TDZE 685 Arpt Elev 688
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JAL-5754 [USA]

WHEELER-SACK AAF (KGTB)

<p>*** When ALS inop, increase CAT CDE vis to ¾ mile.</p> <p>** When ALS inop, increase CAT C vis to 2½ miles, CAT D vis to 2¾ miles, CAT E vis to 3 miles.</p>	<p>ALSF-1</p>	<p>†† MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold, continue climb in hold to 5000.</p>
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ATIS 119.525	WHEELER-SACK APP CON 128.25 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	ASR/PAR
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CATEGORY	C	D	E
S-ILS 3 *	885 - ½ 200 (200-½)		
S-LOC 3 **	1560 - 2 875 (900-2)	1560 - 2 ¼ 875 (900-2 ¼)	1560 - 2 ½ 875 (900-2 ½)
CIRCLING †	1560 - 2 ½ 872 (900-2 ½)	1560 - 2 ¾ 872 (900-2 ¾)	1560 - 3 872 (900-3)
DME MINIMUMS			
S-LOC 3 ***	1080 - ¾ 395 (400-¾)	1080 - 1 395 (400-1)	
CIRCLING †	1180 - 1 ½ 492 (500-1 ½)	1240 - 2 552 (600-2)	1520 - 3 832 (900-3)

FORT DRUM, NEW YORK

Amdt 1 09239

44°03'N-75°43'W

WHEELER-SACK AAF (KGTB)

LOC I-GTB 108.5	APCH CRS 209°	Rwy ldg 10,000 TDZE 677 Arpt Elev 688	JAL-5754 [USA]	WHEELER-SACK AAF (KGTB)
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<p>*** When ALS inop, increase CAT CDE vis to $\frac{3}{4}$ mile.</p> <p>** When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to $\frac{1}{4}$ miles.</p>	<p>ALS-1</p> <p>A1</p>	<p>† MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb in hold to 5000.</p>
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ATIS 119.525	WHEELER-SACK APP CON 128.25 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	ASR/PAR
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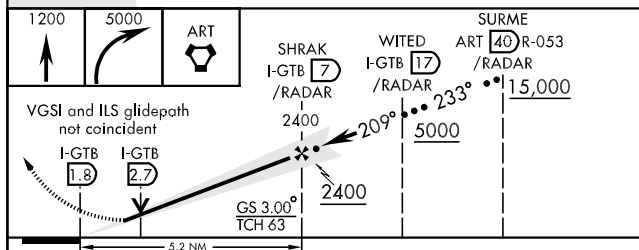
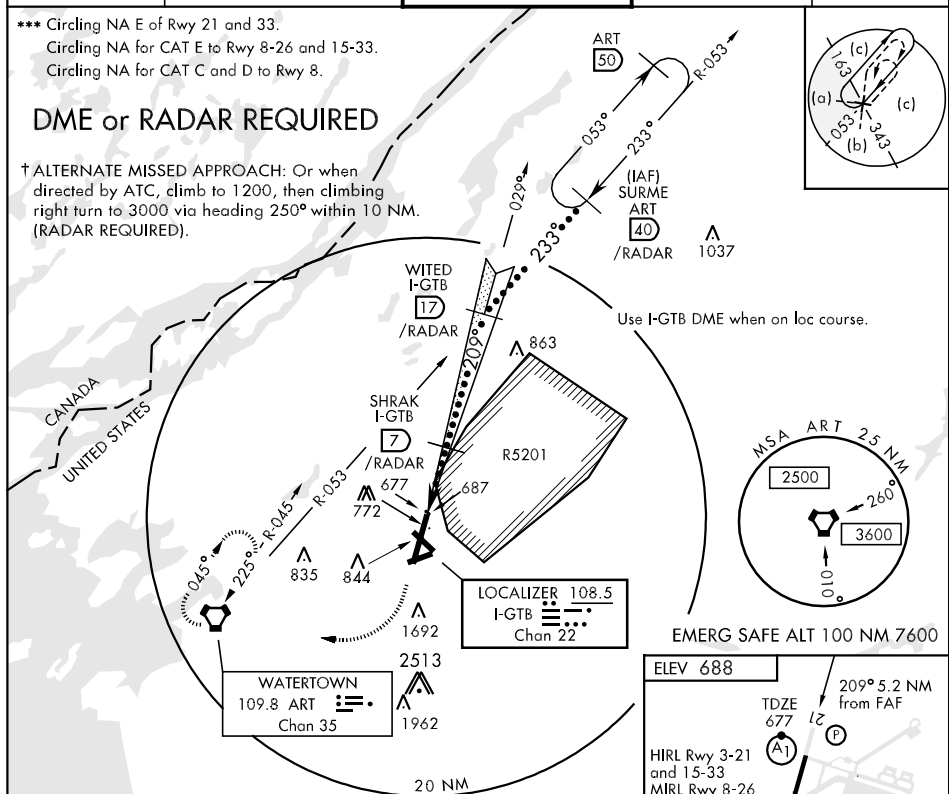
*** Circling NA E of Rwy 21 and 33.

Circling NA for CAT E to Rwy 8-26 and 15-33.

Circling NA for CAT C and D to Rwy 8.

DME or RADAR REQUIRED

† ALTERNATE MISSED APPROACH: Or when directed by ATC, climb to 1200, then climbing right turn to 3000 via heading 250° within 10 NM. (RADAR REQUIRED).



CATEGORY	C	D	E
S-ILS 21*	877 - $\frac{1}{2}$	200	(200- $\frac{1}{2}$)
S-LOC 21**	1020 $\frac{3}{4}$	343	(300- $\frac{3}{4}$)
CIRCLING***	1180 - $1\frac{1}{2}$ 492 (500- $1\frac{1}{2}$)	1240 - 2 552 (600-2)	1520 - 3 832 (900-3)

FORT DRUM, NEW YORK

44°03'N-75°43'W

WHEELER-SACK AAF (KGTB)

Amdt 1 09239

LOC I-GTB 108.5	APCH CRS 209°	Rwy Idg 10,000 TDZE 677 Arpt Elev 688
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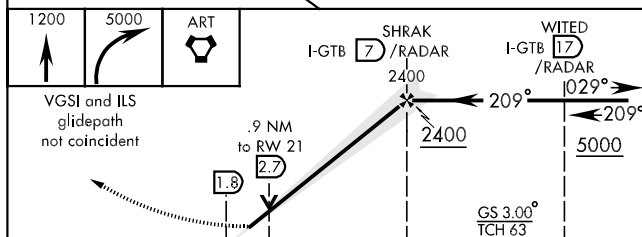
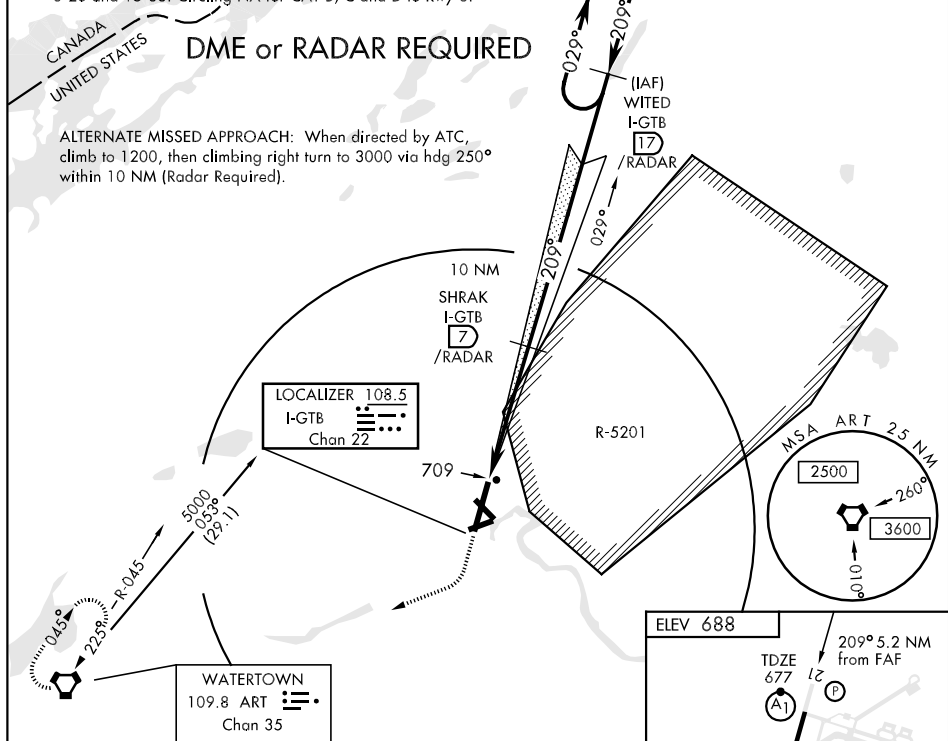
AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

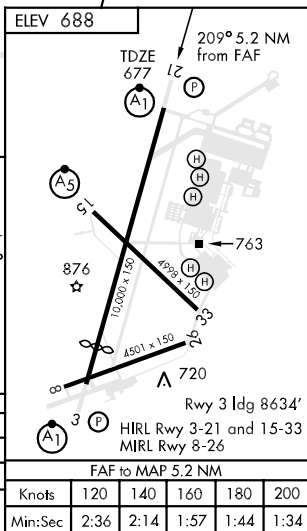
<p>* When ALS inop, increase CAT ABCDE vis to ¾ mile. ** When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1 ¼ miles.</p>	<p>ALSF-1</p>	<p>MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb-in-hold to 5000.</p>
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<p>ATIS 119.525</p>	<p>WHEELER-SACK APP CON 128.25 257.6</p>	<p>WHEELER-SACK TOWER 118.75 290.25</p>	<p>GND CON 121.9 229.8</p>	<p>ASR/PAR</p>
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*** Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and 15-33. Circling NA for CAT B, C and D to Rwy 8.



CATEGORY	A	B	C	D	E
S-ILS 21*	877-½	200	(200-½)		
S-LOC 21**	1020-½ 343 (400-½)	1020-¾ 343 (400-¾)			
CIRCLING***	1180-1 492 (500-1)	1180-1½ 492 (500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)	



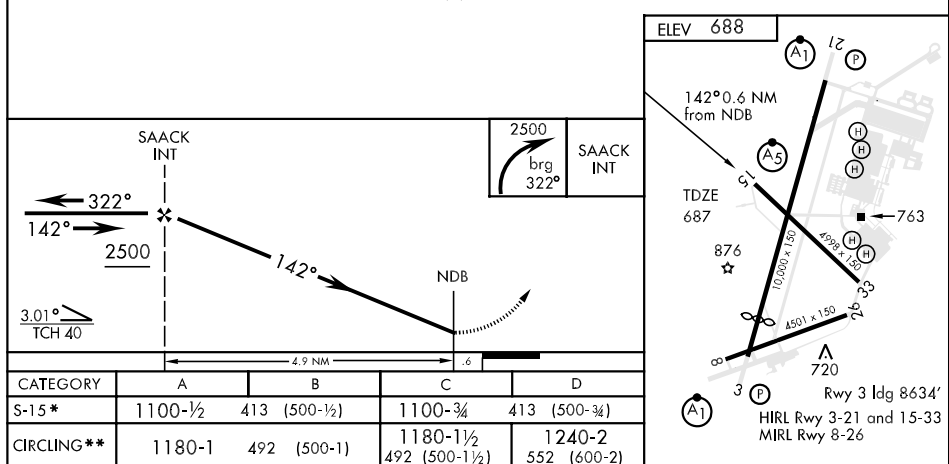
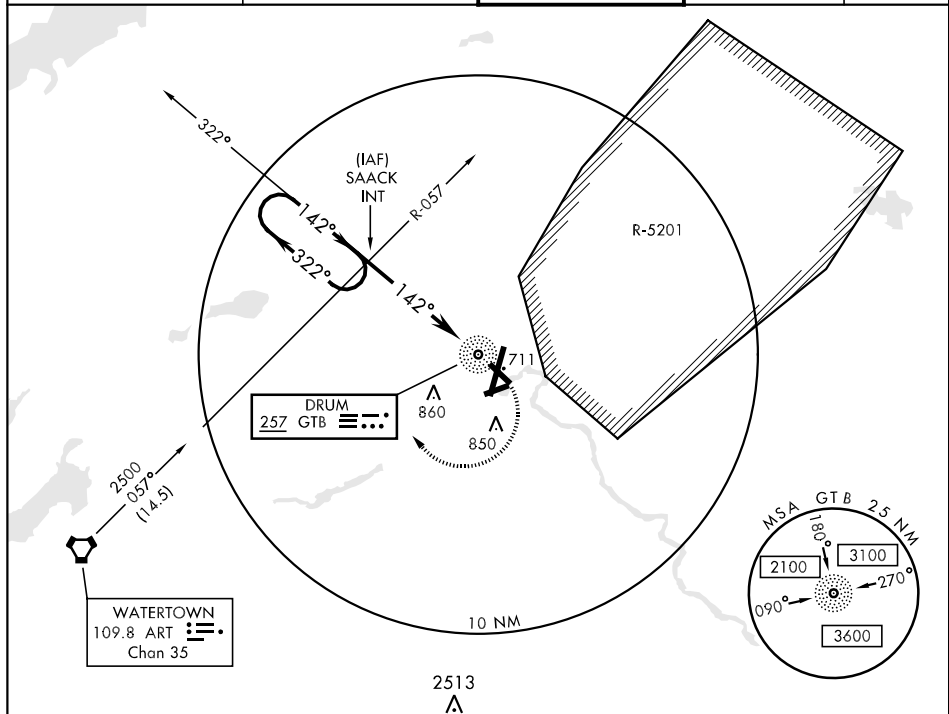
NDB GTB 257	APCH CRS 142°	Rwy Idg 4998 TDZE 687 Arpt Elev 688	AL-5754 [USA]	WHEELER-SACK AAF (KGTB)
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▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ mile.
 ** Circling NA E of Rwy 21 and 33. Circling NA for CAT BCD to Rwy 8.



MISSED APPROACH: Climbing right turn to 2500 via GTB brg 322° to SAACK INT and hold.

ATIS 119.525	WHEELER-SACK APP CON 128.25 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	ASR/PAR
------------------------	---	--	-------------------------------	---------

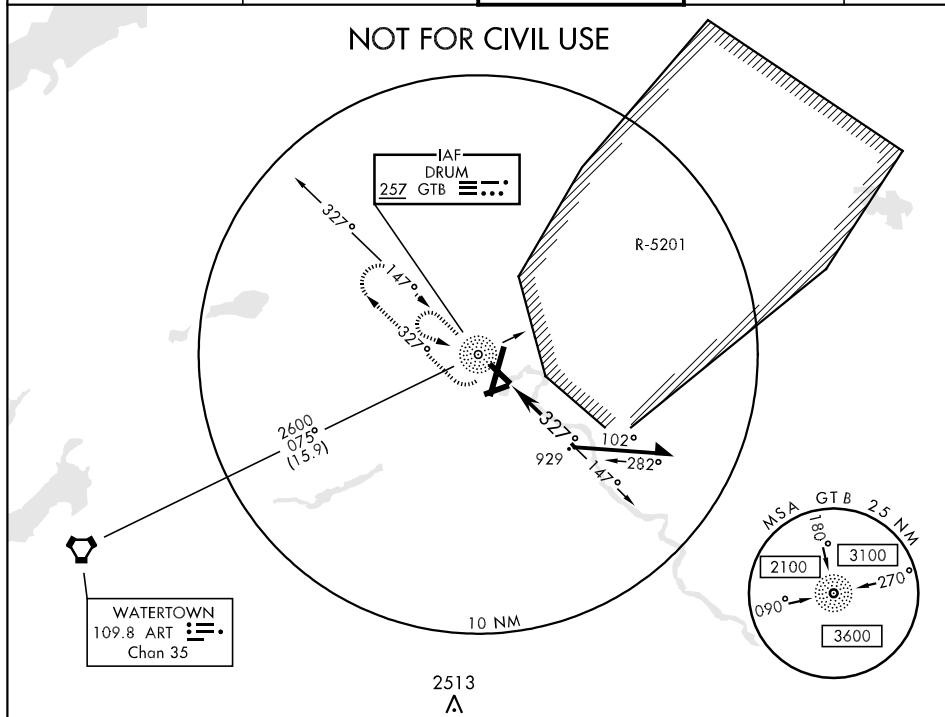


NDB GTB 257	APCH CRS 327°	Rwy Idg 4998 TDZE 688 Arprt Elev 688
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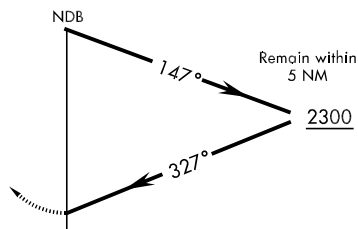
AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

* Circling NA E of Rwy 21 and 33.		MISSED APPROACH: Climb to 2200, then climbing left turn to 2600 direct GTB NDB and hold.		
ATIS 119.525	WHEELER-SACK APP CON 128.25 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	ASR/PAR



2200 ↑	2600 ↖	GTB ●
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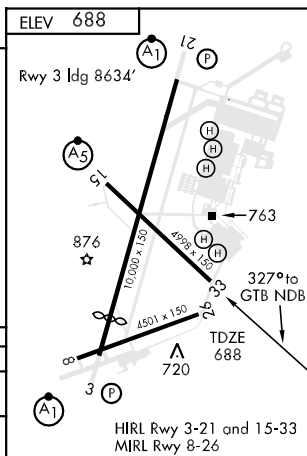
CATEGORY	A	B	C	D
S-33	1320-1 632 (700-1)	NOT AUTHORIZED		
CIRCLING*	1320-1 632 (700-1)	NOT AUTHORIZED		

FORT DRUM, NEW YORK
Amdt 2 10042

44°03'N-75°43'W

WHEELER-SACK AAF (KGTB)

NDB RWY 33



WAAS Chan 93714 W03A	APCH CRS 029°	Rwy Idg 8634 TDZE 685 Arpt Elev 688
--	-------------------------	--

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

▼ * When ALS inop, increase LPV CAT ABCDE vis to ¾ mile.
 ** When ALS inop, increase LNAV/VNAV CAT ABCDE vis to 1¼ miles.
 *** When ALS inop, increase LNAV CAT AB vis to 1 mile, CAT C vis to 1¼ miles,
 CAT DE vis to 1½ miles.



MISSED APPROACH: Climb to 4000 direct WITED and hold.

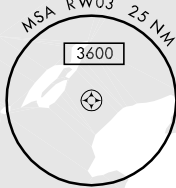
ATIS 119.525	WHEELER-SACK APP CON 128.25 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	ASR/PAR
------------------------	---	--	-------------------------------	---------

**** Circling NA E of Rwy 21 and 33.
 **** Circling NA for CAT BCD to Rwy 8.
 **** Circling NA for CAT E to Rwy 8-26 and 15-33.

DME/DME RNP -0.3 NA

For uncompensated BARO-VNAV systems,
LNAV/VNAV NA BELOW -16°C (4°F)
or above 48°C (118°F)

PROCEDURE NA FOR
ARRIVAL AT ART
VORTAC VIA V29-423
NORTHBOUND



WATERTOWN
109.8 ART
Chan 35

5000
173°
(12.2)

(IAF)
DOBTE

(NoPT)
5000

119°

(5)

(FAF)
KIMBO

1880

(3.3)

(3.6)

3000

029°

(13.1)

FILOS

5000

033°

(5)

(NoPT)

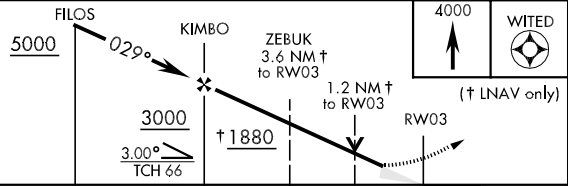
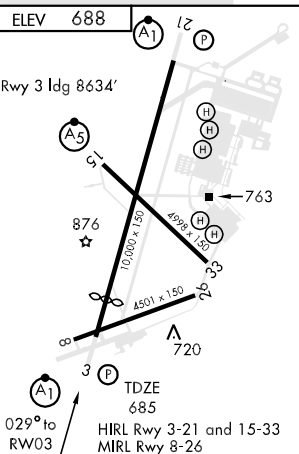
5000

033°

(16.4)

(IAF)
JESBI

FLOOR INT



CATEGORY	A	B	C	D	E
LPV DA *	885-½ 200 (200-½)				
LNAV/VNAV DA **	1040-¾ 355 (400-¾)				
LNAV MDA ***	1140-½ 455 (500-½)	1140-¾ 455 (500-¾)	1140-1 455 (500-1)		
CIRCLING ****	1180-1 492 (500-1)	1180-1½ 492 (500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)	

APCH CRS 147°	Rwy Idg TDZE 687	4998
	Arpt Elev 688	

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)



* When ALS inop, increase CAT AB vis to 1 mile,
CAT C vis to 1¼ miles, CAT D vis to 1½ miles.
DME/DME RNP-0.3 NA.



MISSED APPROACH: Climbing right
turn to 3000 WOBDI and hold.

ATIS 119.525

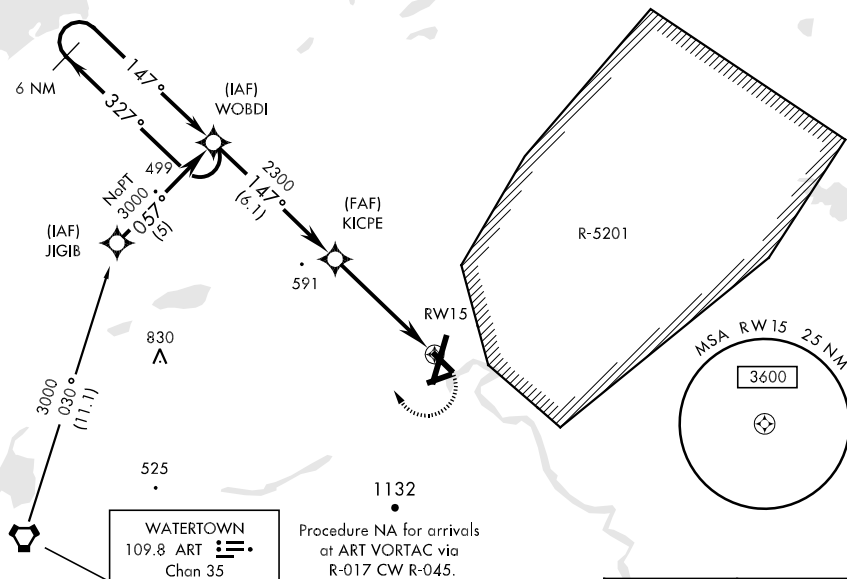
WHEELER-SACK APP CON 128.25 257.6

WHEELER-SACK TOWER 118.75 290.25
--

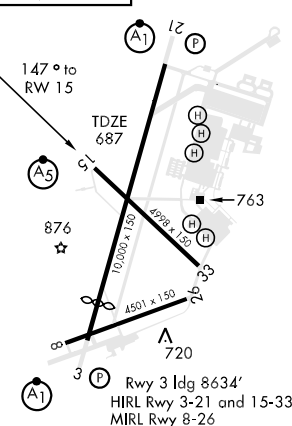
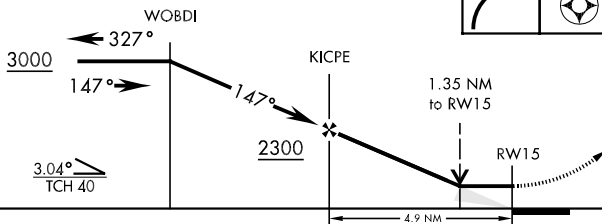
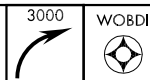
GND CON 121.9 229.8

ASR/PAR

** Circling NA for CAT BCD to Rwy 8
** Circling NA E of Rwy 21 and 33.



ELEV 688



CATEGORY	A	B	C	D
INAV MDA *	1140-½ 453 (500-½)	1140-¾ 453 (500-¾)	1140-1 453 (500-1)	1140-1 453 (500-1)
CIRCLING **	1180-1 492 (500-1)	1180-1½ 492 (500-1½)	1240-2 552 (600-2)	

WAAS Ch 63007 W21A	APCH CRS 209°	Rwy Idg 10,000 TDZE 677 Arpt Elev 688
--	-------------------------	--

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

▼
 *When ALS inop, increase LPV CAT ABCDE vis to $\frac{3}{4}$ mile.
 **When ALS inop, increase LNAV/VNAV CAT ABCDE vis to $1\frac{1}{4}$ miles.
 ***When ALS inop, increase LNAV CAT ABC vis to 1 mile, CAT DE vis to $1\frac{1}{4}$ miles.



MISSED APPROACH: Climb to 3000
 direct WODEG and via 270° track to
 ART VORTAC and hold.

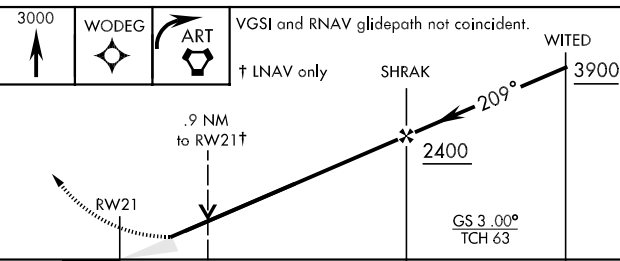
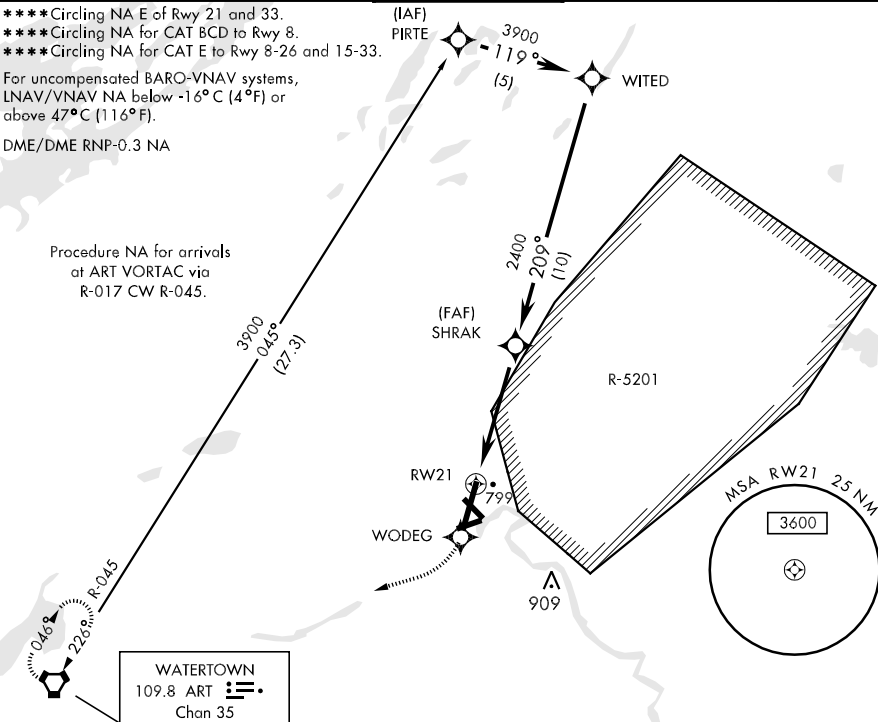
ATIS 119.525	WHEELER-SACK APP CON 128.25 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	ASR/PAR
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****Circling NA E of Rwy 21 and 33.
 ****Circling NA for CAT BCD to Rwy 8.
 ****Circling NA for CAT E to Rwy 8-26 and 15-33.

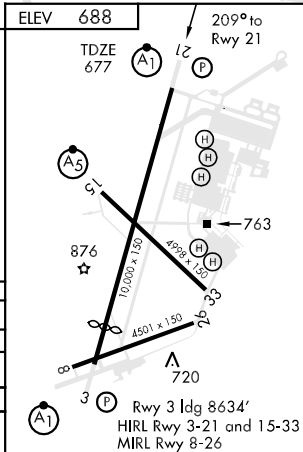
For uncompensated BARO-VNAV systems,
 LNAV/VNAV NA below -16°C (4°F) or
 above 47°C (116°F).

DME/DME RNP-0.3 NA

Procedure NA for arrivals
 at ART VORTAC via
 R-017 CW R-045.



CATEGORY	A	B	C	D	E
LPV DA *	877- $\frac{1}{2}$		200	(200- $\frac{1}{2}$)	
LNAV/VNAV DA **	1056- $\frac{3}{4}$		379	(400- $\frac{3}{4}$)	
LNAV MDA ***	1020- $\frac{1}{2}$	343 (400- $\frac{1}{2}$)	1020- $\frac{3}{4}$	343 (400- $\frac{3}{4}$)	
CIRCLING ****	1180-1	492 (500-1)	1180-1 $\frac{1}{2}$	1240-2	1520-3
			492 (500-1 $\frac{1}{2}$)	552 (600-2)	832 (900-3)



VORTAC ART
109.8
Chan 35

APCH CRS
081°

Rwy Idg	4501
TDZE	683
Arpt Elev	688

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

*Circling NA E of Rwy 21 and 33.

MISSED APPROACH: Climbing left turn to 3000 direct to VORTAC and hold.

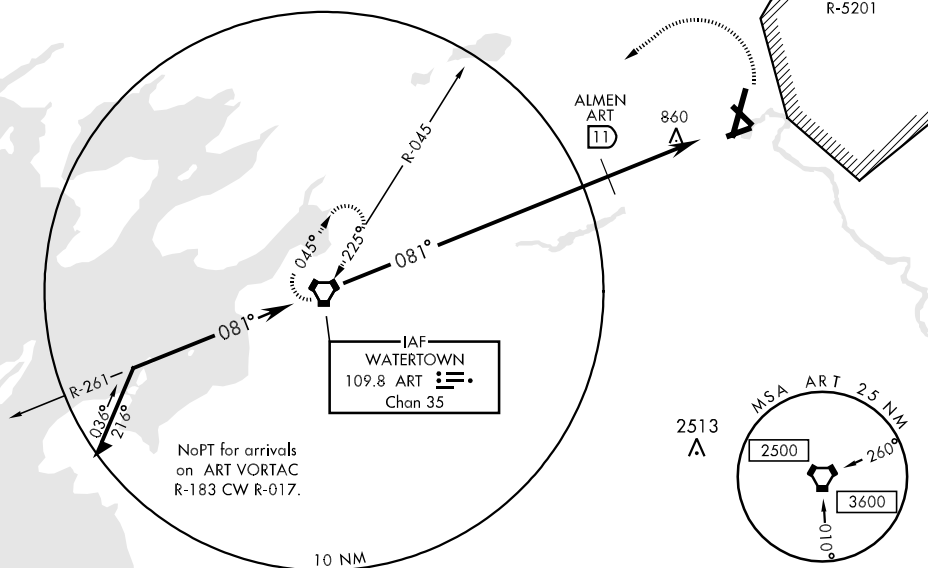
ATIS
119.525

WHEELER-SACK APP CON
128.25 257.6

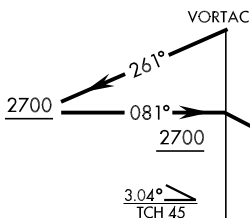
WHEELER-SACK TOWER
118.75 290.25

GND CON
121.9 229

ASR/PAR



Remain within 10 NM



ALMEN

146

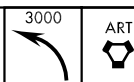
[illegible]

0

CATEGORY	A
S-8	1140-1¼ 457 (500-1¼)
CIRCLING*	1180-1¼ 492 (500-1¼)

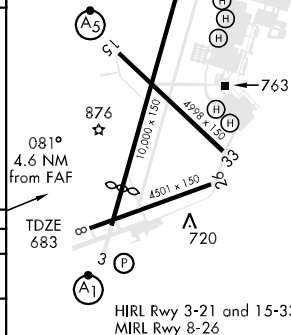
NOT AUTHORIZED

NOT AUTHORIZED



ELEV 688

Rwy 3 Idg 8



FORT DRUM, NEW YORK

Amdt 5 09239

44°03'N-75°43'W

WHEELER-SACK AAF (KGTB)

VOR/DME RWY 8

NE-2, 21 OCT 2010 to 18 NOV 2010

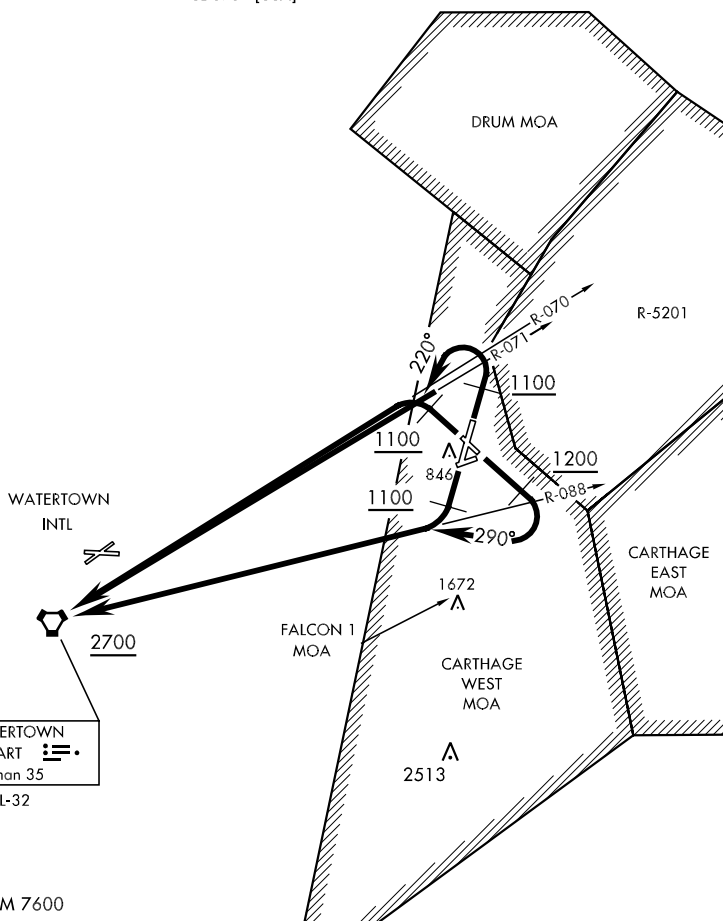
NE-2. 21 OCT 2010 to 18 NOV 2010

WATERTOWN-TWO DEPARTURE (ART 2•ART)

FORT DRUM, NY

ATIS 119.525
GND CON
121.9 229.8
WHEELER-SACK
TOWER
118.75 290.25
WHEELER-SACK DEP CON
128.25 257.6

SL-5754 [USA]



EMERG SAFE ALT 100 NM 7600

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 15: Climb via heading 147° to 1200, then climbing right turn to 2700 via heading 290° and ART R-088 to ART VORTAC, thence...

TAKE-OFF RWY 21: Climb via heading 209° to 1100, then climbing right turn to 2700 via ART R-088 to ART VORTAC, thence...

TAKE-OFF RWY 03: Climb via heading 029° to 1100, then climbing left turn to 2700 via heading 220° and ART R-071 to ART VORTAC, thence...

TAKE-OFF RWY 33: Climb via heading 327° to 1100, then climbing left turn to 2700 via ART R-070 to ART VORTAC, thence...

... Cross ART VORTAC at or above 2700 via assigned route.

WATERTOWN-TWO DEPARTURE (ART 2•ART)

FORT DRUM, NY

WHEELER-SACK AAF (KGTB)

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

FULTON**OSWEGO CO** (FZY) 3 NE UTC-5(-4DT) N43°21.05' W76°23.28'

NEW YORK

475 B S4 FUEL 100LL, JET A NOTAM FILE BUF

H-11C, 121, L-32F

RWY 15-33: H5196X100 (ASPH-GRVD) S-30 MIRL (NSTD) 0.6% up SE

IAP

RWY 15: REIL. Trees.

RWY 33: REIL. VASI(V2L)—GA 3.25° TCH 42'. Fence.

RWY 06-24: H3996X100 (ASPH-GRVD) S-30 MIRL 0.3% up NE

RWY 06: Trees. RWY 24: Methane pipe.

AIRPORT REMARKS: Attended 1300-2200Z±. Rwy 06 ditches 15' wide 65' from centerline both sides in safety area 110' from thld. Rwy 15-33 NSTD MIRL; Rwy 33 no split lenses on last 2000' of rwy. ACTIVATE MIRL Rwy 06-24 and REILS Rwy 15-33—CTAF. MIRL Rwy 15-33 and VASI Rwy 33 preset low ints sunset-sunrise, to increase ints ACTIVATE—CTAF. No touch and go ldg or practice low apch 0300-1300Z± daily.

WEATHER DATA SOURCES: ASOS 119.275 (315) 598-8773.**COMMUNICATIONS:** CTAF/UNICOM 123.0

® SYRACUSE APP/DEP CON 134.275

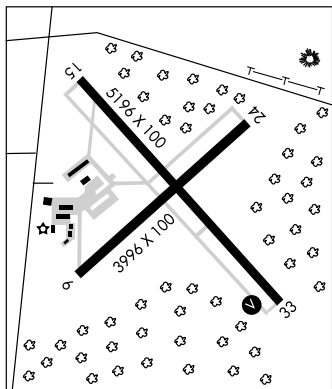
RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

SYRACUSE (H) VORTACW 117.0 SYR Chan 117 N43°09.63'

W76°12.27' 336° 14 NM to fld. 415/11W. HIWAS.

FALLN NDB (LOM) 220 FZ N43°17.25' W76°18.28' 329° 5.3 NM to fld.

ILS/DME 110.9 I-FZY Chan 46 Rwy 33. LOM FALLN NDB.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.**FULTON CO** (See JOHNSTOWN)**GALLUPVILLE****BLUE HERON** (N25) 3 NE UTC-5(-4DT) N42°41.84' W74°11.97'

NEW YORK

1200 NOTAM FILE BTW

RWY 09-27: 2600X70 (TURF)

RWY 27: Trees.

AIRPORT REMARKS: Attended Apr-Oct.**COMMUNICATIONS:** CTAF 122.9**GANSE** N43°15.31' W73°36.35' NOTAM FILE GFL.

NDB (LOM) 209 GF 013° 5.2 NM to Floyd Bennett Memorial.

GANSEVOORT**HEBER AIRPARK** (K3Ø) 2 SE UTC-5(-4DT) N43°11.00' W73°37.99'

NEW YORK

230 NOTAM FILE BTW

RWY 06-24: H2200X24 (ASPH) MIRL (NSTD)

RWY 06: Thld dspcd 200'. Road. Rgt tfc. RWY 24: Trees.

AIRPORT REMARKS: Unattended. Birds and wildlife on and in vof arpt. 25' dropoff 10' from Rwy 24 thld. Rwy 24 uphill grade exceeds 2% up. Light colored full width concrete pavement section 144' from Rwy 24 thld, 20' long. Golf course adjacent to rwy both sides. ACTIVATE NSTD MIRL Rwy 06-24—CTAF. Rwy 06-24 NSTD MIRL due to spacing, 33' from rwy edge on 3' wood posts. Rwy 06-24 nstd dspcd thld; no bar.

COMMUNICATIONS: CTAF 122.9**GARNSEYS** (See SCHUYLERVILLE)**GASPORT****ROYALTON** (9G5) 1 SE UTC-5(-4DT) N43°10.92' W78°33.47'

DETROIT

628 FUEL 100, MOGAS NOTAM FILE BUF

RWY 07-25: H2530X35 (ASPH) MIRL

RWY 07: Pole. RWY 25: Thld dspcd 300'. Tree.

AIRPORT REMARKS: Attended 1400-2300Z±. Ultraights on and in vof arpt. ACTIVATE MIRL Rwy 07-25—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8**COMM/NAV/WEATHER REMARKS:** Cinc del thru Flight Services 1-888-766-8267.**GENESEE CO** (See BATAVIA)

LOC/DME I-FZY 110.9 Chan 46	APP CRS 330°	Rwy Idg TDZE Apt Elev 5197 475 475
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ILS or LOC RWY 33

FULTON/OSWEGO COUNTY (FZY)

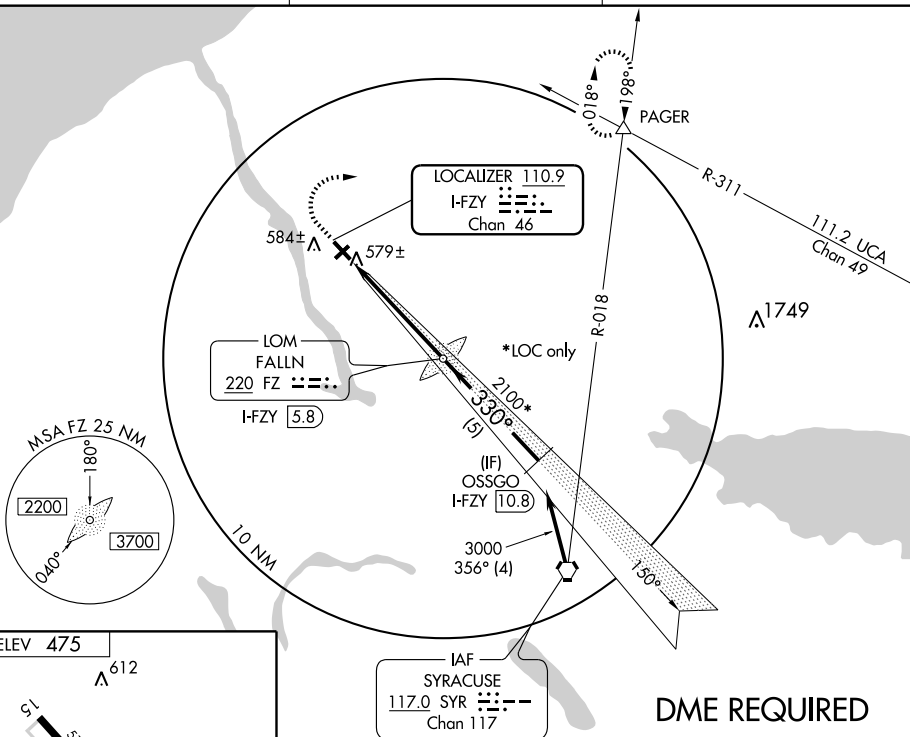
Visibility reduction by helicopters NA.
 NA When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase S-LOC 33 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100, then climbing right turn to 3000 via heading 090° and SYR VORTAC R-018 to PAGER INT and hold.

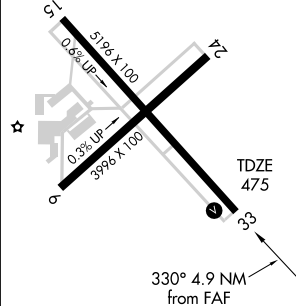
ASOS
119.275

SYRACUSE APP CON
134.275 279.6

CTAF
123.0



ELEV **475**
 612
 330° 4.9 NM from FAF



REIL Rwy 15 and 33
 MRL Rwy 6-24 and 15-33

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

FULTON, NEW YORK
 Orig-A 09351

	1100	3000	PAGER	LOM	OSSGO	Procedure
	↑	HDG 090°	SYR R-018	I-FZY 5.8	I-FZY 10.8	Turn NA
VGSI and ILS glidepath not coincident.						
				2814	330°	3000
				I-FZY 0.9	2100*	2900
					*LOC only	GS 4.35° TCH 71
				4.9 NM	5 NM	
CATEGORY	A	B	C	D		
S-ILS 33	725-1 250 (300-1)	NA				
S-LOC 33	840-1 365 (400-1)				840-1¼ 365 (400-1¼)	
CIRCLING	1000-1 525 (600-1)		1000-1½ 525 (600-1½)		1040-2 565 (600-2)	

FULTON/OSWEGO COUNTY (FZY)

ILS or LOC RWY 33

43° 21'N - 76° 23'W

APP CRS 240°	Rwy Idg 3996 TDZE 469 Apt Elev 475
------------------------	---

RNAV (GPS) RWY 24

FULTON/OSWEGO COUNTY (FZY)

FULTON/OSWEGO COUNTY (FZY)

T DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C and D visibility $\frac{1}{4}$ mile.

A VDP NA when using Syracuse Hancock Intl altimeter setting.

MISSED APPROACH: Climb to 3000
direct NINIE and via track 222° to
LYSAN and hold.

ASOS 119.275	SYRACUSE APP CON 134.275 279.6	CTAF 123.0 0
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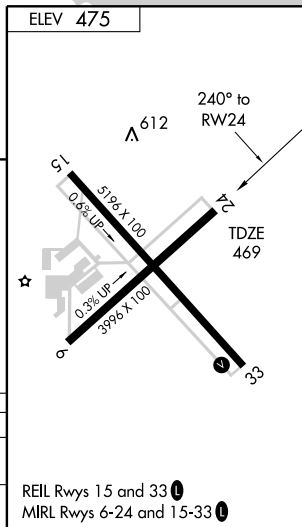
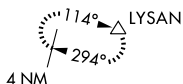
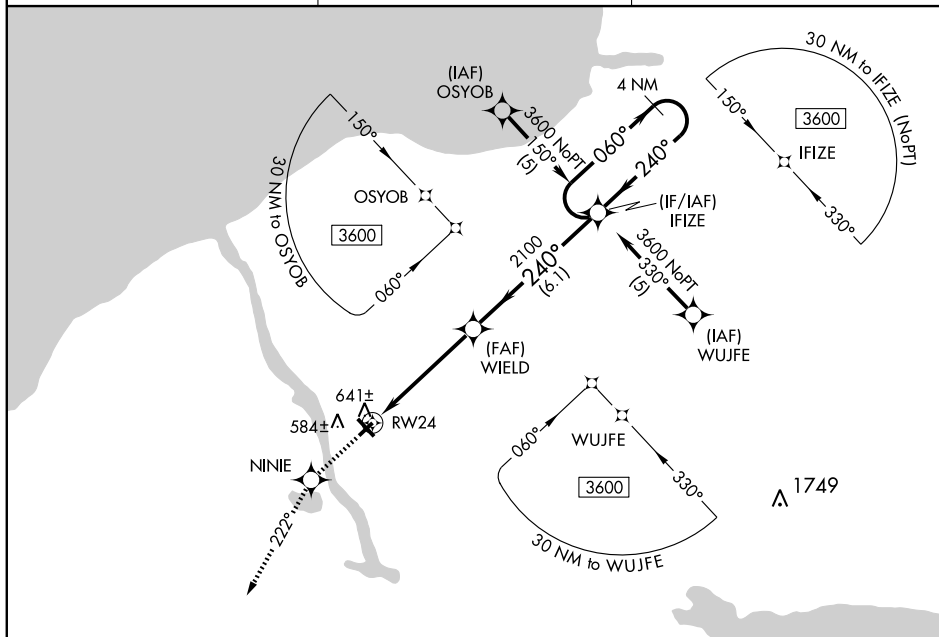


Diagram illustrating a 4 NM Holding Pattern. The pattern is defined by a 4 NM radius circle. Key waypoints and distances are marked:

- Waypoints: 3000, NINIE, LYSAN, IFIZE, WIELD, RW24.
- Distances: 1.4 NM to RW24, 3.5 NM, 6.1 NM, 4 NM Holding Pattern.
- Angles: 060°, 240°.
- Altitudes: 2100, 3600.
- Other labels: RW24, TCH 40, 3000, NINIE, LYSAN, IFIZE.

FULTON, NEW YORK

Amdt 1 09351

FULTON/OSWEGO COUNTY (FZY)

RNAV (GPS) RWY 24

43° 21'N - 76° 23'W

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

VORTAC SYR 117.0 Chan 117	APP CRS 336°	Rwy ldg TDZE Apt Elev	5197 475 475
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VOR RWY 33

FULTON/ OSWEGO COUNTY (FZY)

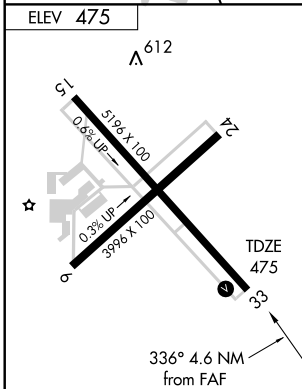
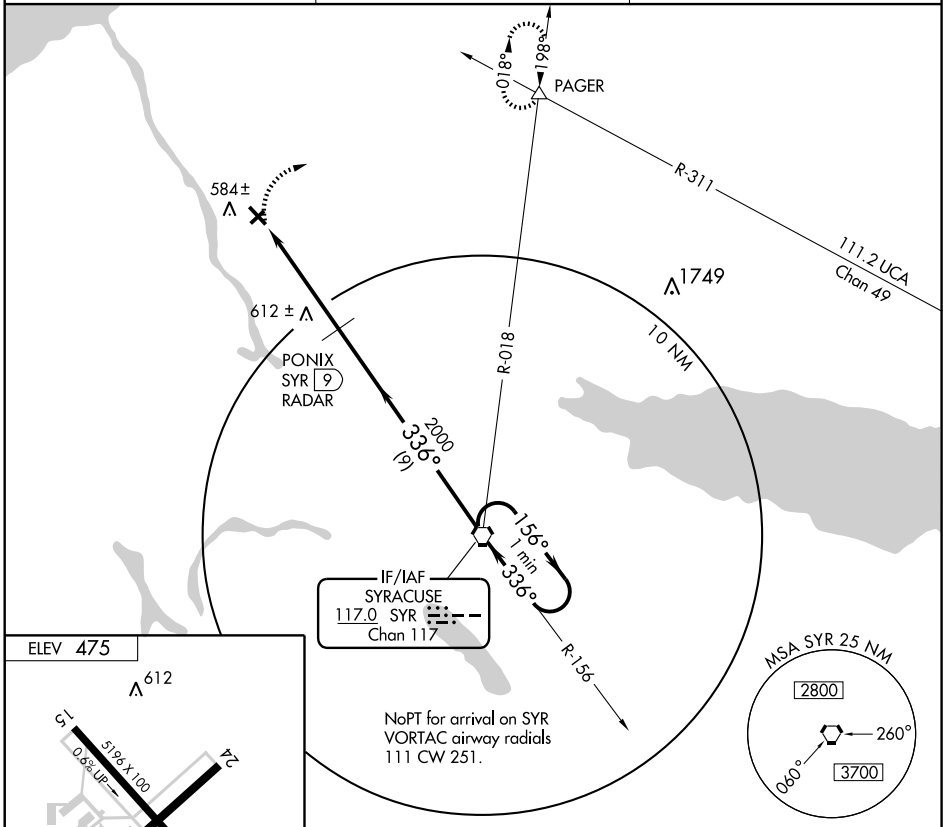
▼ DME or Radar Required. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received; use Syracuse Hancock
 Intl altimeter setting and increase all MDA 60 feet and increase
 S-33 Cat D visibility and Circling Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via
 heading 090° and SYR R-018 to PAGER INT and hold.

ASOS
119.275

SYRACUSE APP CON
134.275 279.6

CTAF
123.0 0



REIL Rwys 15 and 33
 MIRL Rwys 6-24 and 15-33

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

FULTON, NEW YORK

Amdt 5A 09351

One Minute Holding Pattern				
3000 hdg 090°	SYR R-018 △	PAGER △	PONIX SYR 9 RADAR	VORTAC
CATEGORY	A	B	C	D
S-33	880-1	405 (500-1)	880-1¼	405 (500-1¼)
CIRCLING	1000-1	525 (600-1)	1000-1½ 525 (600-1½)	1040-2 565 (600-2)

FULTON/ OSWEGO COUNTY (FZY)

VOR RWY 33

43°21'N - 76°23'W

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

GLEN FALLS

FLOYD BENNETT MEMORIAL (GFL) 3 NE UTC-5(-4DT) N43°20.47' W73°36.62'

NEW YORK

328 B S4 FUEL 100LL, JET A TPA-1128(800) LRA Class IV, ARFF Index Ltd.

H-11C, 12K, L-32G

NOTAM FILE GFL

IAF

RWY 01-19: H5000X150 (ASPH-GRVD) S-80, D-110, 2S-117, 2D-180 HIRL

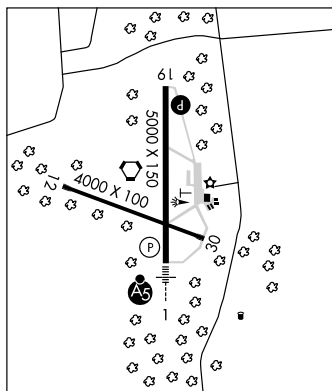
RWY 01: MALSR. PAPI (P4L)—GA 3.0° TCH 53'. Tree.

RWY 19: PAPI(P4L)—GA 3.0° TCH 50'. Tree.

RWY 12-30: H4000X100 (ASPH) S-39, D-53, 2D-76 MIRL

RWY 12: Tree. **RWY 30:** Tree.

AIRPORT REMARKS: Attended May-Sep 1200-0000Z, Oct-Apr 1300-2300Z. Self-svc 100LL fuel avbl. Full svc fueling avbl after hrs by pre-arrangement, call 518-798-3091. Birds and deer on and in/ov arpt. Ultralight activity on and in/ov arpt. Ultralight acft use 500' AGL left t/c for all rws. Four obstruction lgt poles 1½ mile to 1¼ mile N of Rwy 19. Rwy 01 designated as calm wind rwy. Rws 12 and 19 approaches obscured from one another due to high ground. Rwy 01 practice instrument apchs prohibited in VFR conditions when Rwy 19 is the active rwy. PPR 48 hrs for air carrier ops with more than 30 passenger seats call arpt manager 518-792-5995. Grass cutting equipment ops adjacent to all operational surfaces dalgt hours May thru Oct. During periods of snow removal ops Nov 1-Apr 1 acft must ctc arpt on frequency 123.0 10 minutes prior to ldg. Rwy conditions may not be monitored or reported when the arpt is unattended. ACTIVATE HIRL Rwy 01-19, MIRL Rwy 12-30, MALSR Rwy 01, PAPI Rwy 19 and twy lghts—CTAF.



WEATHER DATA SOURCES: ASOS 119.925 (518) 743-1728.

COMMUNICATIONS: CTAF/UNICOM 123.0

GLEN FALLS RCO 122.1R 110.2T (BURLINGTON RADIO)

GLEN FALLS RCO 122.4 122.2 (BURLINGTON RADIO)

(R) ALBANY APP/DEP CON 132.825

RADIO AIDS TO NAVIGATION: NOTAM FILE GFL.

GLEN FALLS (L) VORTAC 110.2 GFL Chan 39 N43°20.50' W73°36.71' at fld. 319/14W.

GANSE NDB (LOM) 209 GF N43°15.31' W73°36.35' 013° 5.2 NM to fld.

ILS 110.7 I-GFL Rwy 01. Class IT. LOM GANSE NDB.

GORHAM

MIDLAKES (92G) 3 W UTC-5(-4DT) N42°48.75' W77°12.23'

NEW YORK

1080 S2 NOTAM FILE BUF

RWY 14-32: 1820X55 (TURF)

RWY 14: Bush. **RWY 32:** Road.

AIRPORT REMARKS: Attended irregularly. Rwy 14-32 soft and wet during Mar-Jun. Rwy 32 +80' trees 735' from thld +80' left and right of centerline. Rwy 14 has 60' grass safety area.

COMMUNICATIONS: CTAF/UNICOM 122.8.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

GOWANDA (D59) 3 N UTC-5(-4DT) N42°30.24' W78°57.04'

DETROIT

830 FUEL 80, 100 NOTAM FILE BUF

RWY 09-27: 3430X100 (TURF) LIRL (NSTD)

RWY 09: REIL. Trees. Rgt t/c. **RWY 27:** Thld dspld 1132'. Cranes. Rgt t/c.

AIRPORT REMARKS: Unattended. Rwy 09-27 soft and wet Mar-Jun. Truck traffic near Rwy 27. Rwy 09-27 dirt road crosses rwy at approximately mid point of rwy. Rwy 27, 77' high conveyor belt/crane and dirt pile, 170' from AER, 91' left. Rwy 09-27 NSTD LIRL; dspld portion of rwy has blue lghts. Rwy 09-27 dspld thld several lghts knocked down by farm equipment, bulbs missing. No lights on first 200 ft of Rwy 27. Bulbs missing from REILS. For rwy lights key 121.65.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

GRANVILLE (B01) 1 N UTC-5(-4DT) N43°25.37' W73°16.09'

NEW YORK

420 S3 NOTAM FILE BTW

RWY 16-34: H2500X36 (ASPH) S-8 LIRL

RWY 16: Tree. **RWY 34:** Trees.

AIRPORT REMARKS: Attended daylight hours. For rwy lights phone 518-642-1380. Rwy 34 south 1800' wavy, rippled, vegetation through cracks, loose rocks on rwy. Sections of Rwy 16-34 width varies 36-46'. Rwy 16-34 LIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

LOC I-GFL 110.7	APP CRS 012°	Rwy ldg TDZE Apt Elev	5000 324 328
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 1

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

▼ For inoperative MALSR, increase S-ILS all Cats visibility to 1¼ mile and S-LOC Cats A/B visibility to 1 mile. ADF Required. Visibility reduction by helicopters NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 90 feet and all MDA 100 feet; increase S-ILS all Cats, S-LOC and Circling Cats C/D visibility ¼ mile. For inoperative MALSR when using Albany altimeter setting, increase S-ILS all Cats visibility to 1½ mile and S-LOC Cats A/B visibility to 1 mile.

MALSR



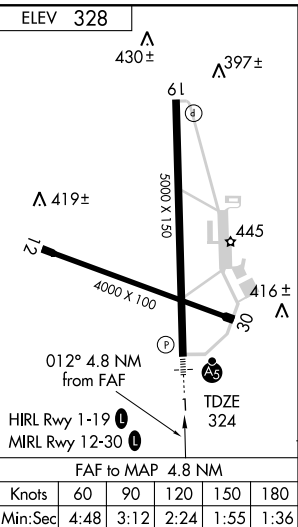
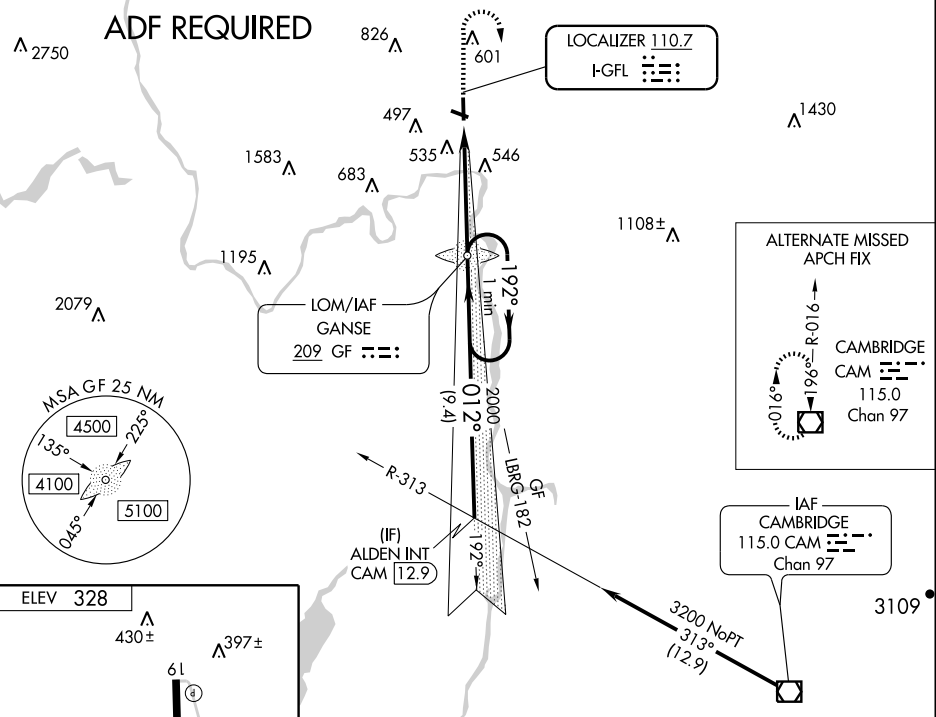
MISSED APPROACH:
Climb to 1000 then climbing right turn to 2000 direct GANSE LOM and hold.

ASOS
119.925

ALBANY APP CON
132.825 307.2

UNICOM
123.0 (CTAF)

ADF REQUIRED



1000

2000

GF

LOM

1936

192°

012°

2000

2000

4.8 NM

One Minute Holding Pattern

GS 3.00°

TCH 53

CATEGORY	A		B		C		D	
S-ILS 1	689-¾		365 (400-¾)					
S-LOC 1	760-¾		436 (500-¾)		760-1		436 (500-1)	
CIRCLING	840-1		512 (600-1)		840-1½		920-2	
					512 (600-1½)		592 (600-2)	

WAAS CH 87118 W01A	APP CRS 012°	Rwy Idg TDZE Apt Elev	5000 324 328
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 1

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

▼ Inoperative table does not apply to LNAV/VNAV all Cats. For inoperative MALSR, increase LPV all Cats visibility to 1½ mile and LNAV Cats A/B visibility to 1 mile. Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 90 feet and all MDA 100 feet; increase LPV all Cats, LNAV Cat C/D and Circling Cats B/C/D visibility ¼ mile. VDP NA with Albany altimeter setting. For inoperative MALSR when using Albany altimeter setting, increase LPV all Cats visibility to 1½ mile and LNAV Cat A visibility to 1 mile.

MALSR

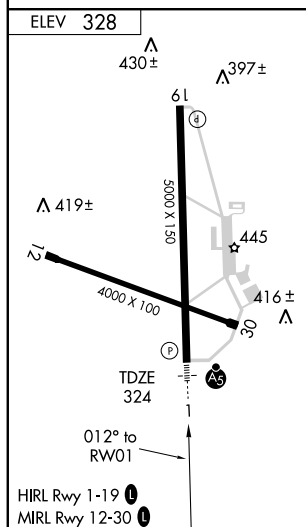
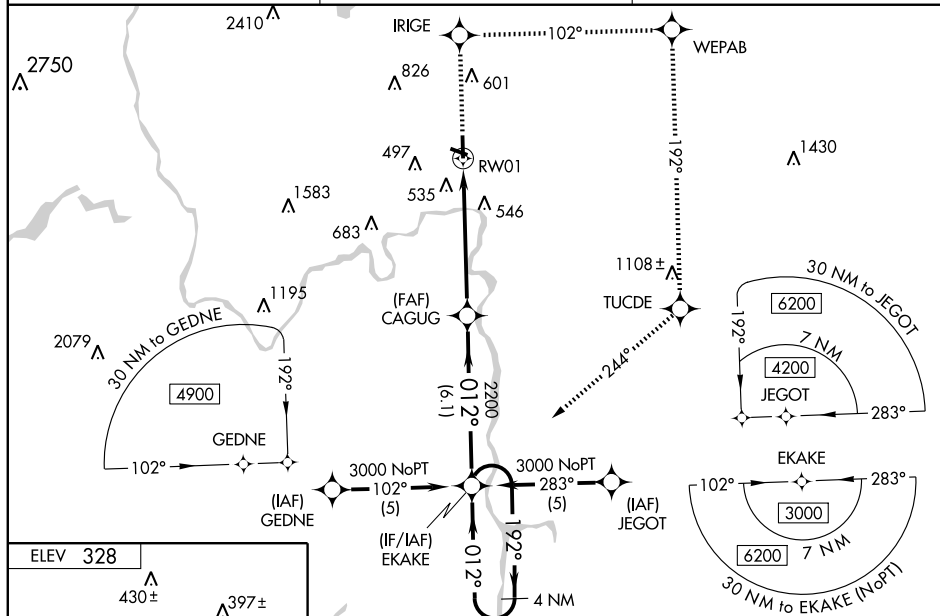


MISSED APPROACH:
Climb to 4000 direct IRIGE and right turn on track 102° to WEPAB and on track 192° to TUCDE and on track 244° to EKAKE and hold.

ASOS
119.925

ALBANY APP CON
132.825 307.2

UNICOM
123.0 (CTAF) 0



4000	IRIGE	WEPAB	TUCDE	EKAKE	EKAKE
↑	↖ 102°	↖ 192°	↖ 244°	↖ 244°	4 NM Holding Pattern
*LNAV only.					
RW01 → 2 NM → 3.7 NM → 6.1 NM → EKAKE *2 NM to RW01 CAGUG 2200 192° → 3000 012° ← 3000 GS 3.00° TCH 53					
CATEGORY	A	B	C	D	
LPV DA		689-¾	365 (400-¾)		
LNAV/VNAV DA		1258-4	934 (1000-4)		
LNAV MDA	1000-¾	676 (700-¾)	1000-1½ 676 (700-1½)	1000-1¾ 676 (700-1¾)	
CIRCLING	1000-1	672 (700-1)	1000-2 672 (700-2)	1000-2¼ 672 (700-2¼)	

APP CRS **124°**
Rwy Idg **4000**
TDZE **328**
Apt Elev **328**

RNAV (GPS) RWY 12

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

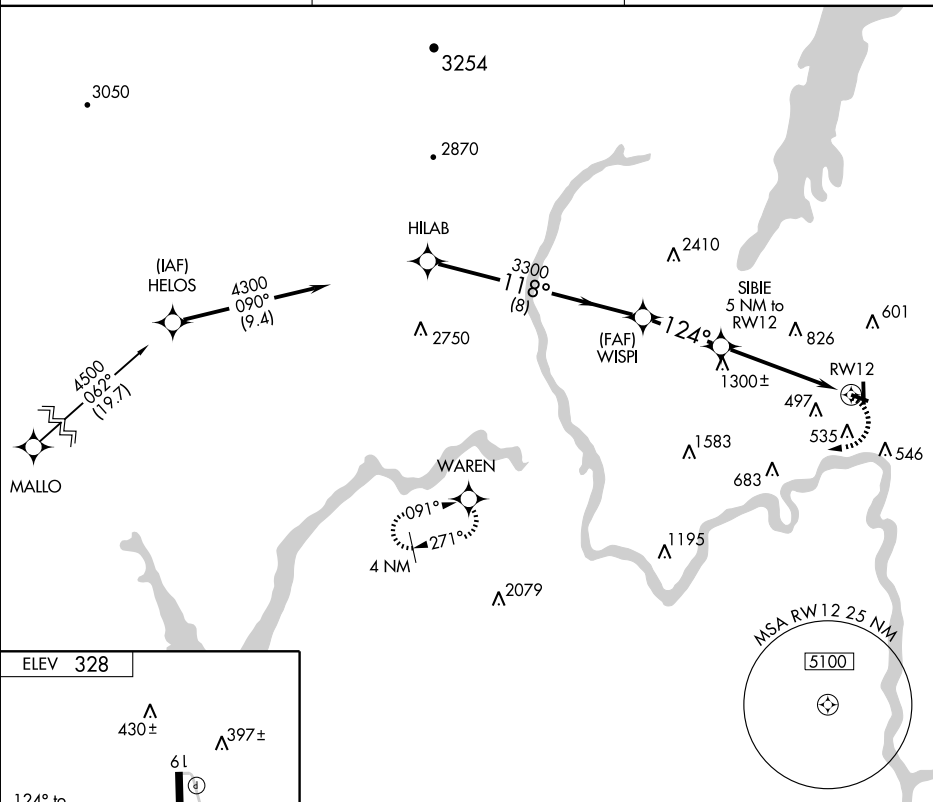
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct to WARREN WP and hold.

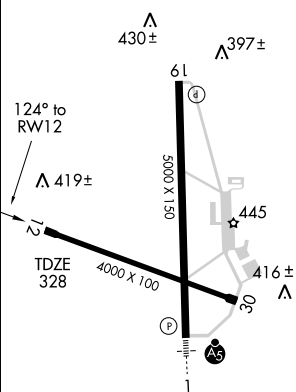
ASOS
119.925

ALBANY APP CON
132.825 307.2

UNICOM
123.0 (CTAF) 0



ELEV 328



HIRL Rwy 1-19 0
MIRL Rwy 12-30 0

	HILAB	WISPI	SIBIE 5 NM to RWY 12	RWY 12
	4300	3300	2200	
	Procedure Turn NA	3.47°	TCH 45	
	8 NM	3 NM	5 NM	
CATEGORY	A	B	C	D
LNAV MDA	1560-1¼ 1232 (1300-1¼)	1560-1½ 1232 (1300-1½)	1560-3	1232 (1300-3)
CIRCLING	1560-1¼ 1232 (1300-1¼)	1560-1½ 1232 (1300-1½)	1560-3	1232 (1300-3)

APP CRS **177°**
Rwy Idg **5000**
TDZE **327**
Apt Elev **328**

RNAV (GPS) RWY 19

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

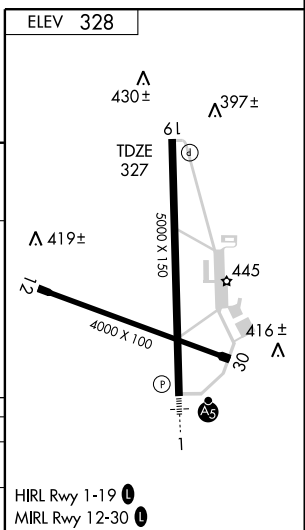
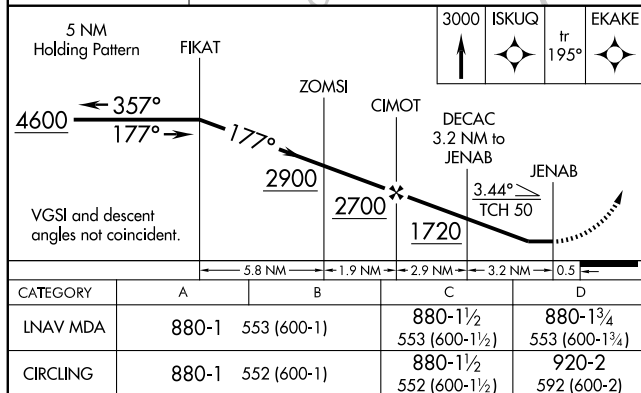
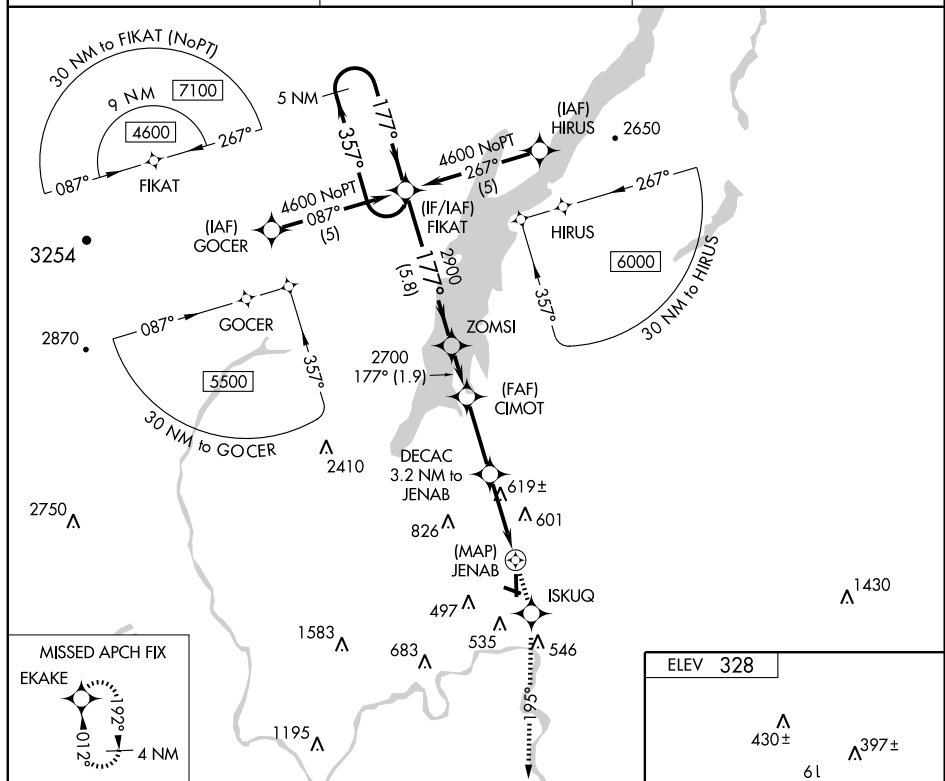
V
A DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct ISKUQ and on track 195° to EKAKE and hold.

ASOS
119.925

ALBANY APP CON
132.825 307.2

UNICOM
123.0 (CTAF) ①



GLENS FALLS, NEW YORK

Amdt 1 29JUL10

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

43°20'N - 73°37'W

RNAV (GPS) RWY 19

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS **305°**
Rwy Idg **4000**
TDZE **325**
Apt Elev **328**

RNAV (GPS) RWY 30

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)



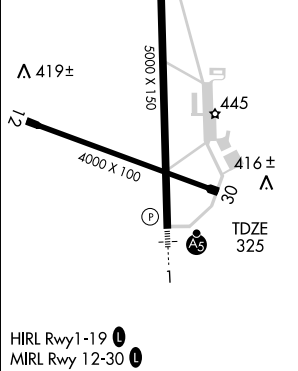
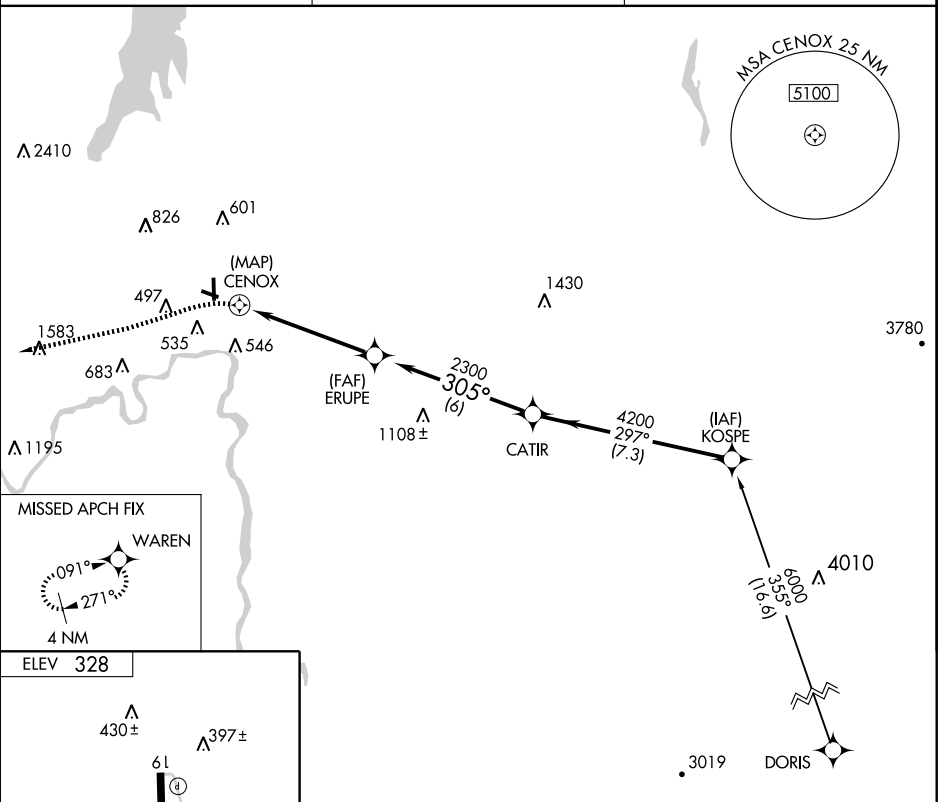
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct WAREN WP and hold.

ASOS
119.925



ALBANY APP CON
132.825 307.2

UNICOM
123.0 (CTAF) 0



4000

WAREN

CENOX

ERUPE

CATIR

4200

2300

305°

≤ 3.03°

TCH 45

0.8

5.2 NM

6 NM

Procedure Turn NA

CATEGORY	A	B	C	D
LNAV MDA	1020-1	695 (700-1)	1020-2 695 (700-2)	1020-2¼ 695 (700-2¼)
CIRCLING	1020-1	692 (700-1)	1020-2 692 (700-2)	1020-2¼ 692 (700-2¼)

HAMILTON MUNI (VGC) 1 NE UTC-5(-4DT) N42°50.61' W75°33.67'

NEW YORK

1137 FUEL 100LL TPA-2103(966) NOTAM FILE BUF

H-101, 11C, 12I, L-32F

RWY 17-35: H5314X75 (ASPH-GRVD) S-20 D-60 MIRL

IAP

RWY 17: REIL. PAPI(P2L)-GA 3.0° TCH 30. Thld dspcd 300'.
Trees.

RWY 35: REIL. PAPI(P2L)-GA 4.0° TCH 40'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA-5314 TODA-5314 ASDA-5314 LDA-5014

RWY 35: TORA-5314 TODA-5314 ASDA-5014 LDA-5014

AIRPORT REMARKS: Attended 1400-2200Z+. After hrs fuel avbl by appointment for a fee ctc arpt mgr. Maintenance shop airframe/powerplant and inspection authorization avbl Mon-Fri 1400-2200Z+. Deer on and invof Rwy 17-35. Migratory birds on and invof arpt spring and fall. Ultralghts on and invof arpt. Windmills north of Rwy 35. Taxi svc and car rental avbl. Noise abatement procedures in effect; all acft dep maintain rwy heading until 2100 ft MSL before making turn out. **ACTIVATE MIRL** Rwy 17-35, and REIL Rwy 17 and Rwy 35-122.7.

WEATHER DATA SOURCES: AWOS-3 119.425 (315) 824-1825.

COMMUNICATIONS: CTAF/UNICOM 123.0

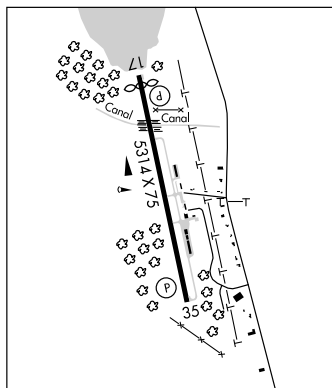
GEORGETOWN RCO 122.1R 117.8T (BUFFALO RADIO)

® SYRACUSE APP/DEP CON 126.125

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GEORGETOWN (L) VORTAC 117.8 GGT Chan 125 N42°47.34' W75°49.61' 085° 12.2 NM to fld. 2040/11W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.



HAMPTON N40°55.14' W72°19.00' NOTAM FILE ISP.

NEW YORK

(H) VORTAC 113.6 HTO Chan 83 063° 3.8 NM to East Hampton. 22/13W. HIWAS.

COPTER

DME portion unusable

280°-325° byd 35 NM blo 1700'

325°-355° byd 30 NM blo 2000'

VOR portion unusable 221°-231° blo 6000'

RCO 122.6 122.1R 113.6T (NEW YORK RADIO)

HANCOCK N42°03.78' W75°18.98' NOTAM FILE BUF.

NEW YORK

(H) VOR/DME 116.8 HNK Chan 115 354° 15 NM to Sidney Muni. 2070/11W. HIWAS. H-101, 11C, 12I, L-30K, 33A

RCO 122.1R 116.8T (BUFFALO RADIO)

HAVERSTRAW HELIPORT (H43) 1 E UTC-5(-4DT) N41°12.66' W73°58.16'

NEW YORK

12 FUEL JET A NOTAM FILE ISP

HELIPAD H1: H50X50 (ASPH)

H1: Bldg.

HELIPORT REMARKS: Attended 1200-0000Z+. For svc after hrs call 914-429-1200. Helipad H1 350 ft towers 800 ft

N of helipad. Helicopters descend to point on turf area west of pavement and taxi to paved location. Noise abatement; avoid residential area W of heliport. Helipad H1 floodlights. For floodlights call 914-429-1200.

COMMUNICATIONS: CTAF/UNICOM 123.05

HAWKY N42°49.04' W73°48.51' NOTAM FILE ALB.

NDB (LOM) 219 AL 089° 4.2 NM to Albany Intl. Unusable 160°-210° byd 10 NM.

HEBER AIRPARK (See GANSEVOORT)

HESTR N41°08.72' W73°45.99' NOTAM FILE HPN.

NDB (LOM) 281 HP 162° 5.4 NM to Westchester Co. Unusable beyond 11 NM. Unmonitored when tower clsd.

HOLCOMB

CREEKSIDE (D67) 2 NE UTC-5(-4DT) N42°54.97' W77°22.95'

DETROIT

820 NOTAM FILE BUF

RWY 11-29: 2450X100 (ASPH-TRTD)

RWY 11: Brush. RWY 29: Brush.

AIRPORT REMARKS: Attended irregularly. P-lines on W side of arpt entrance road.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

HOLLANDS INTL FLD (See NEWFANE)

WAAS CH 70518 W35A	APP CRS 350°	Rwy Idg 5014 TDZE 1135 Apt Elev 1137
--	------------------------	---

RNAV (GPS) RWY 35

HAMILTON MUNI (VGC)

▼ When VGSI inoperative, procedure NA at night. Baro-VNAV NA when using Syracuse
▲ **NA** altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
 -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by
 helicopters NA. When local altimeter setting not received; use Syracuse altimeter setting
 and increase LPV DA to 1640, increase LNAV/VNAV DA to 2281 and all MDA 180 feet.
 Increase LPV visibility all Cats $\frac{3}{4}$ mile, LNAV Cats A and B $\frac{1}{4}$ mile, Cat C $\frac{1}{2}$ mile and
 Circling Cat B visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 4000 direct HOTOM and on track 320° to DINNO and hold, continue climb-in-hold to 4000.

AWOS-3
119.425

SYRACUSE APP CON
126.125 269.125

UNICOM
123.0 (CTAF)

122.7 0

MISSED APCH FIX



GEORGTOWN • 2150
GGT

251

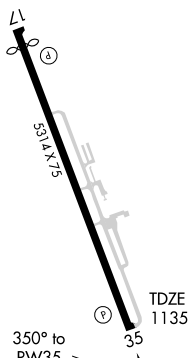
Λ 2171, 1998

Procedure NA for arrivals
at GGT VORTAC on
airway radial 104 CW 180.

ELEV 1137

D

Procedure NA for arrivals at RKA
VOR/DME on V433-483 southeast bound.

ROCKDALE
RKA

MIRL Rwy 17-35 **L**
REIL Rwy 17 and 35 **L**

Orig 29JUL10

42°51'N - 75°34'W

HAMILTON MUNI (VGC)

RNAV (GPS) RWY 35

NE-2. 21 OCT 2010 to 18 NOV 2010

APP CRS **155°**
Rwy ldg **5014**
TDZE **1137**
Apt Elev **1137**

RNAV (GPS) Y RWY 17

HAMILTON MUNI (VGC)

NA When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all MDA 180 feet.

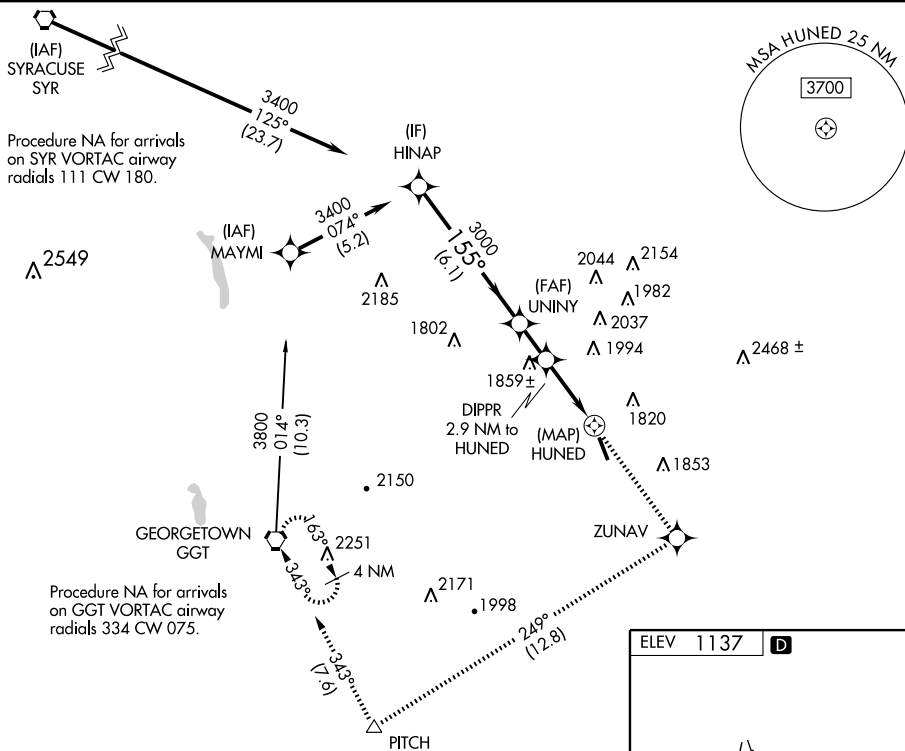
MISSED APPROACH: Climb to 4000 direct ZUNAV and right turn on track 249° to PITCH and right turn on track 343° to GGT VORTAC and hold.

AWOS-3
119.425

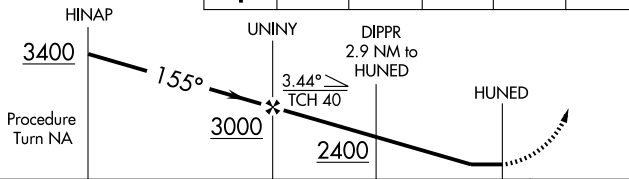
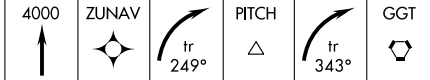
SYRACUSE APP CON
126.125 269.125

UNICOM
123.0 (CTAF)

122.7

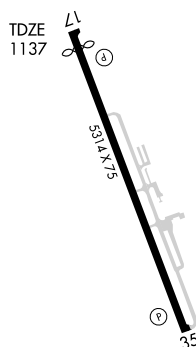


VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNNAV MDA	2120-1¼ 983 (1000-1¼)	2120-1½ 983 (1000-1½)	2120-3 983 (1000-3)	NA
CIRCLING	2120-1¼ 983 (1000-1¼)	2120-1½ 983 (1000-1½)	2120-3 983 (1000-3)	NA

ELEV **1137**



MIRL Rwy 17-35
REIL Rws 17 and 35

RNAV (GPS) Z RWY 17
HAMILTON MUNI (VGC)

MISSED APPROACH: Climb to 4000 direct ACAFO and on track 258° to PITCH and on track 343° to GGT VORTAC and hold.

NE-2. 21 OCT 2010 to 18 NOV 2010

HAMILTON MUNI (VGC)
RNAV (GPS) Z RWY 17

VORTAC GGT 117.8 Chan 125	APP CRS 085°	Rwy Idg TDZE Apt Elev	N/A N/A 1134
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VOR or GPS-A
HAMILTON MUNI (VGC)

▼
▲ NA Use Syracuse Hancock Intl altimeter setting.

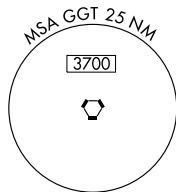
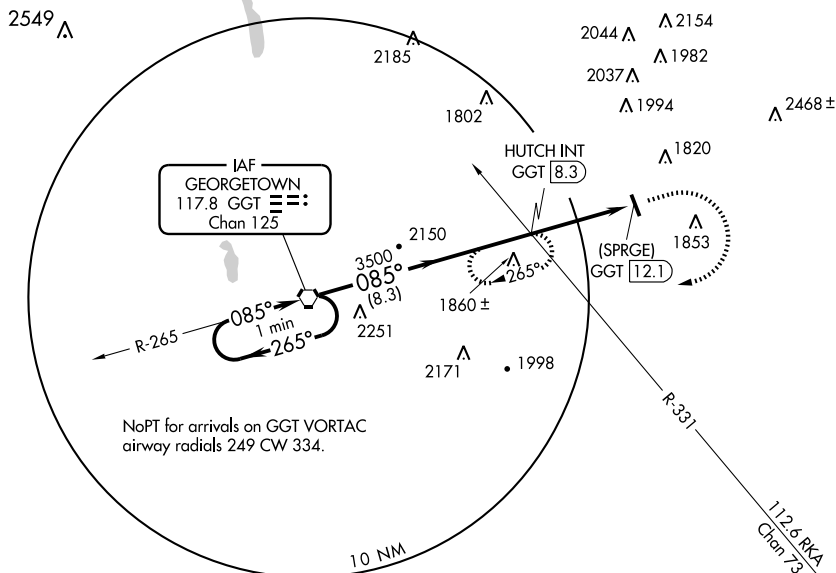
MISSED APPROACH: Climb to 2600 then climbing right turn to 3500 via GGT R-085 to HUTCH INT and hold.

AWOS-3
119.425

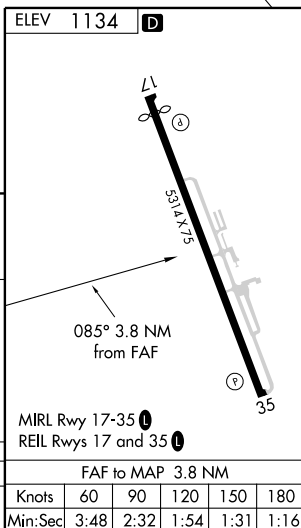
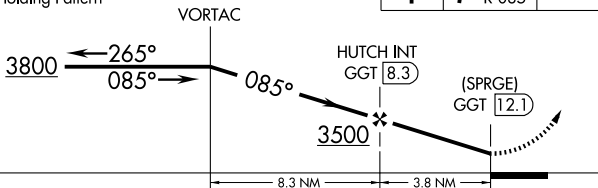
SYRACUSE APP CON
126.125 269.125

UNICOM
123.0 (CTAF)

122.7 0



One Minute
Holding Pattern



CATEGORY	A	B	C	D
CIRCLING	2240-1¼ 1106 (1200-1¼)	2240-1½ 1106 (1200-1½)	2240-3 1106 (1200-3)	NA

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

HOPEWELL AIRPARK (See CANANDIGUA)**HORNELL MUNI** (4G6) 3 N UTC-5(-4DT) N42°22.93' W77°40.93'

DETROIT

1220 B S4 FUEL 100LL, JET A TPA-2220(1000) NOTAM FILE BUF

H-10H, 11C, 12J, L-30I, 31E, 32F

RWY 18-36: H5000X75 (ASPH-GRVD) MIRL 0.5% up N

IAP

RWY 18: REIL. Thld dsplcd 500'. Hill.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1300Z±-dusk. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 18-36—CTAF. REIL Rwy 18-36 OTS indef.

WEATHER DATA SOURCES: AWOS-3 118.475 (607) 324-9138.

COMMUNICATIONS: CTAF/UNICOM 122.7

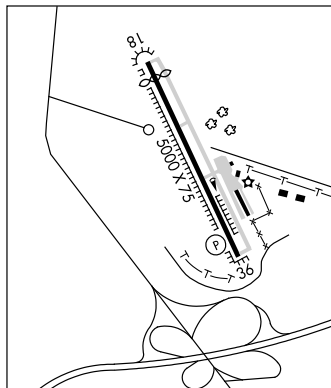
CLEVELAND CENTER APP/DEP CON 124.325

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

WELLSVILLE (L) VORTAC 111.4 ELZ Chan 51 N42°05.38'

W77°59.97' 048° 22.5 NM to fld. 2296/09W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.

**HUDSON****COLUMBIA CO** (1B1) 4 NE UTC-5(-4DT) N42°17.48' W73°42.62'

NEW YORK

198 B S3 FUEL 100, JET A1 + OX 3 LRA NOTAM FILE BTV

H-10I, 11C, 12K, L-33B, 34I

RWY 03-21: H5350X100 (ASPH-GRVD) S-13, D-72 MIRL

IAP

RWY 03: REIL. PAPI(P4L)—GA 4.0° TCH 44'. Tree.

RWY 21: Trees.

AIRPORT REMARKS: Attended 1200-0200Z±. ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03—CTAF.

WEATHER DATA SOURCES: AWOS-3 133.525 (518) 828-2577.

COMMUNICATIONS: CTAF/UNICOM 123.05

® ALBANY APP/DEP CON 132.825

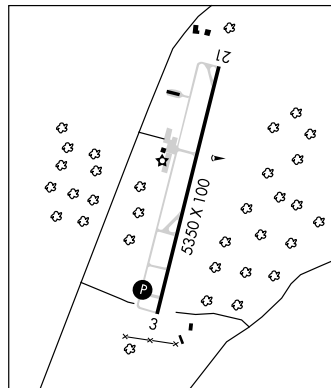
RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

ALBANY (L) VORTAC 115.3 ALB Chan 100 N42°44.84'

W73°48.19' 184° 27.7 NM to fld. 275/13W.

PHILMONT NDB (MHW) 272 PFH N42°15.19' W73°43.40'

027° 2.4 NM to fld. NOTAM FILE BTV.



APP CRS
175°

Rwy Idg	4500
TDZE	1213
Apt Elev	1220

GPS RWY 18

HORNELL MUNI (4G6)

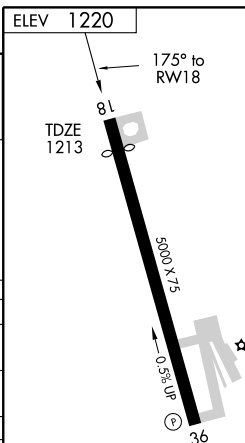
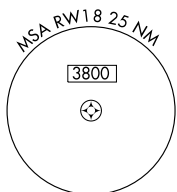
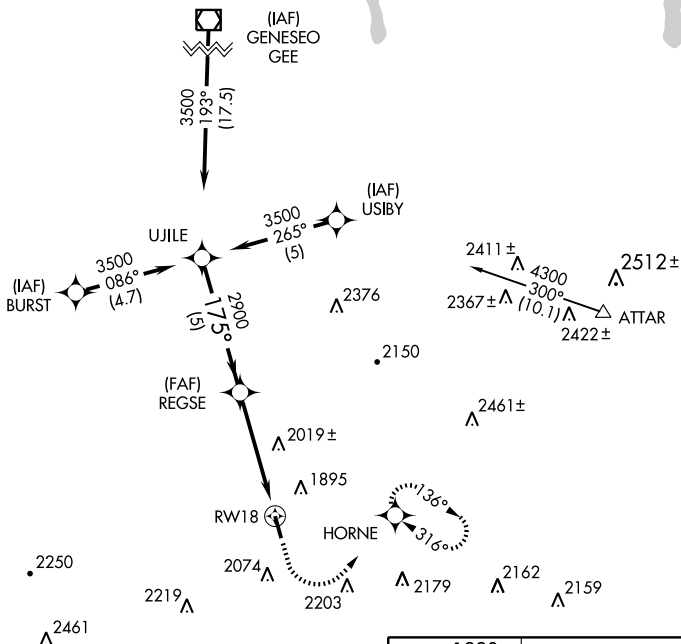


Visibility reduction by helicopters NA.
When local altimeter setting not received,
use Elimira/Corning Rgnl altimeter setting.

MISSED APPROACH: Climb to 2500, then left climbing turn to 4000 direct HORNE WP and hold.

AWOS-3
118.475

CLEVELAND CENTER
124.325 353.850

UNICOM
122.7 (CTAF) **L**

2500	4000	HORNE
↑	↓	✦

UJILE 3500

Procedure Turn NA

175°

REGSE 2900

3.31°

TCH 40

RW18

5 NM

4.7 NM

CATEGORY	A	B	C	D
S-18	2280-1¼ 1067 (1100-1¼)	2280-1½ 1067 (1100-1½)	2280-3 1067 (1100-3)	NA
CIRCLING	2320-1¼ 1100 (1100-1¼)	2320-1½ 1100 (1100-1½)	2440-3 1220 (1300-3)	NA
ELIMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS				
S-18	2560-1¼ 1347 (1400-1¼)	2560-1½ 1347 (1400-1½)	2560-3 1347 (1400-3)	NA
CIRCLING	2620-1¼ 1400 (1400-1¼)	2620-1½ 1400 (1400-1½)	2720-3 1500 (1500-3)	NA

MIRL Rwy 18-36 **L**
REIL Rwys 18 and 36 **L**

APP CRS
355°

Rwy Idg	5000
TDZE	1195
Apt Elev	1220

GPS RWY 36
HORNELL MUNI (4G6)



When local altimeter setting not received,
use Elimira/Corning Rgnl altimeter setting.
Visibility reduction by helicopters NA.

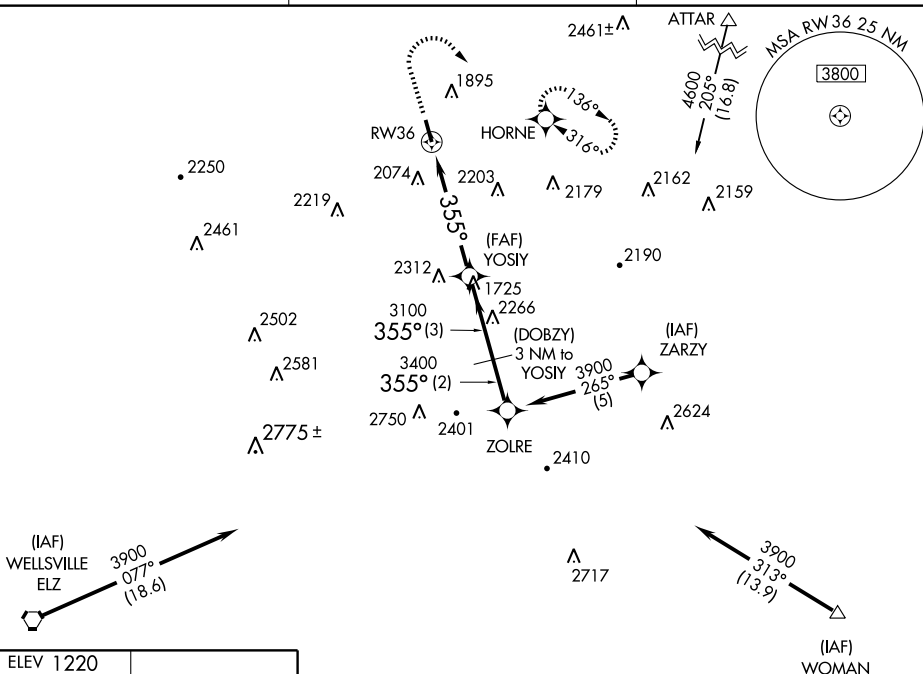


ANA

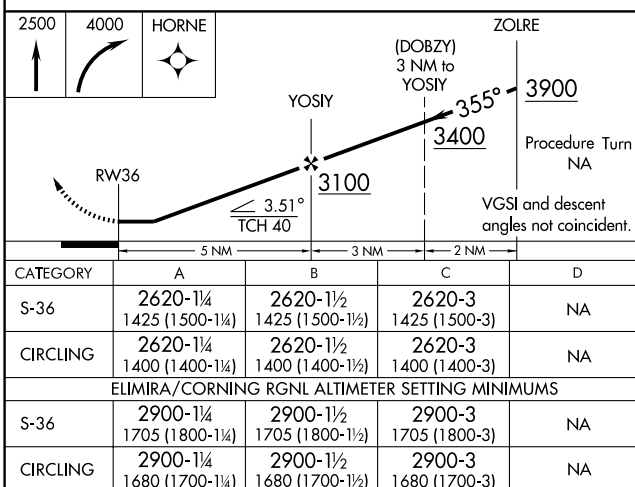
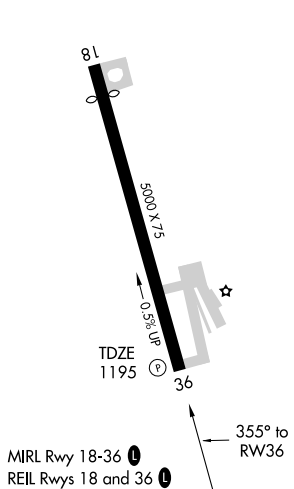
MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct HORNE WP and hold.

AWOS-3
118.475

CLEVELAND CENTER
124.325 353.850

UNICOM
122.7 (CTAF) **L**

ELEV 1220



HORNELL, NEW YORK

Orig-B 26AUG10

HORNELL MUNI (4G6)

GPS RWY 36

42°23'N - 77°41'W

NE-2. 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ELZ 111.4 Chan 51	APP CRS 048°	Rwy Idg TDZE Apt Elev 1220	N/A N/A
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VOR/DME-A

HORNELL MUNI (4G6)



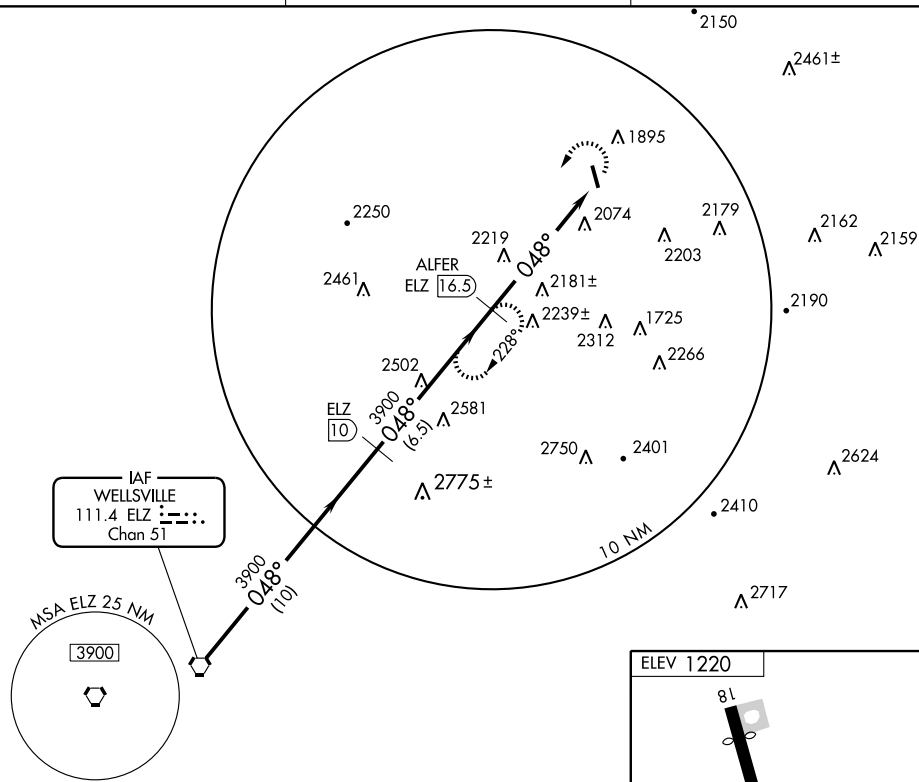
When local altimeter setting not received,
use Elimira/Corning Rgnl altimeter setting.

MISSED APPROACH: Climbing left turn to 3900
via ELZ R-048 to ALFER 16.5 DME and hold.

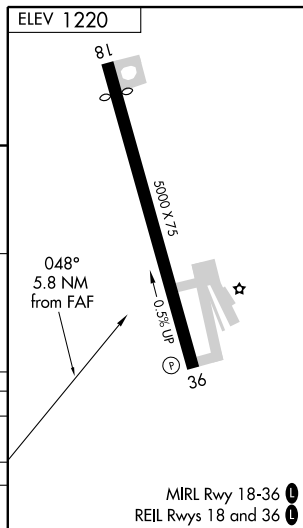
AWOS-3
118.475

CLEVELAND CENTER
124.325 353.850

UNICOM
122.7 (CTAF) 0



	VORTAC	ELZ 10	ALFER ELZ 16.5	3900 ELZ R-048 111.4	ALFER ELZ 16.5
Procedure Turn NA	3900	048°	3900	048°	22.3 ELZ
	10 NM	6.5 NM	5.8 NM		
CATEGORY	A	B	C	D	
CIRCLING	2480-1¼ 1260 (1300-1¼)	2480-1½ 1260 (1300-1½)	2480-3 1260 (1300-3)	NA	
ELIMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS					
CIRCLING	2760-1¼ 1540 (1600-1¼)	2760-1½ 1540 (1600-1½)	2760-3 1540 (1600-3)	NA	



HOPEWELL AIRPARK (See CANANDIGUA)

HORNELL MUNI (4G6) 3 N UTC-5(-4DT) N42°22.93' W77°40.93'

DETROIT

1220 B S4 FUEL 100LL, JET A TPA-2220(1000) NOTAM FILE BUF

H-10H, 11C, 12J, L-30I, 31E, 32F

RWY 18-36: H5000X75 (ASPH-GRVD) MIRL 0.5% up N

IAP

RWY 18: REIL. Thld dsplcd 500'. Hill.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1300Z±-dusk. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 18-36—CTAF. REIL Rwy 18-36 OTS indef.

WEATHER DATA SOURCES: AWOS-3 118.475 (607) 324-9138.

COMMUNICATIONS: CTAF/UNICOM 122.7

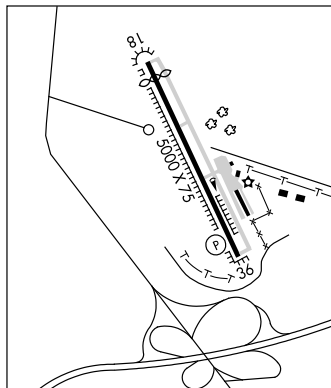
CLEVELAND CENTER APP/DEP CON 124.325

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

WELLSVILLE (L) VORTAC 111.4 ELZ Chan 51 N42°05.38'

W77°59.97' 048° 22.5 NM to fld. 2296/09W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.



HUDSON

COLUMBIA CO (1B1) 4 NE UTC-5(-4DT) N42°17.48' W73°42.62'

NEW YORK

198 B S3 FUEL 100, JET A1 + OX 3 LRA NOTAM FILE BTV

H-10I, 11C, 12K, L-33B, 34I

RWY 03-21: H5350X100 (ASPH-GRVD) S-13, D-72 MIRL

IAP

RWY 03: REIL. PAPI(P4L)—GA 4.0° TCH 44'. Tree.

RWY 21: Trees.

AIRPORT REMARKS: Attended 1200-0200Z±. ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03—CTAF.

WEATHER DATA SOURCES: AWOS-3 133.525 (518) 828-2577.

COMMUNICATIONS: CTAF/UNICOM 123.05

® ALBANY APP/DEP CON 132.825

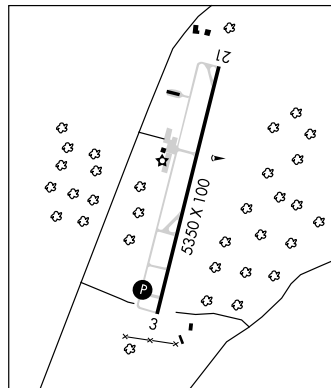
RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

ALBANY (L) VORTAC 115.3 ALB Chan 100 N42°44.84'

W73°48.19' 184° 27.7 NM to fld. 275/13W.

PHILMONT NDB (MHW) 272 PFH N42°15.19' W73°43.40'

027° 2.4 NM to fld. NOTAM FILE BTV.



NDB-A

HUDSON/COLUMBIA COUNTY (1B1)

NDB PFH 272	APP CRS 027°	Rwy Idg TDZE Apt Elev	N/A N/A 198
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▼
▲ NA

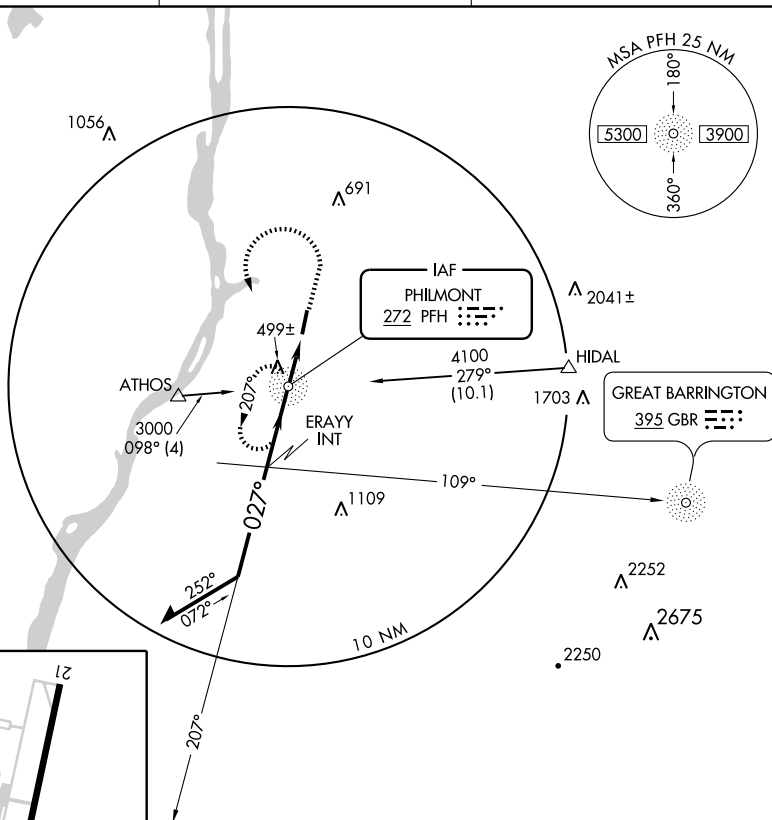
Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, increase Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct PFH NDB and hold.

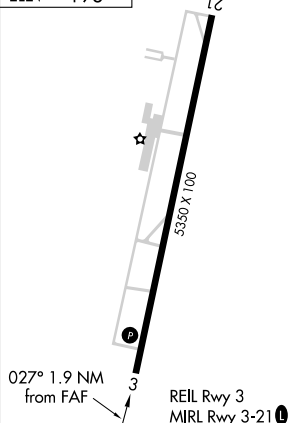
AWOS-3
133.525

ALBANY APP CON
132.825 307.2

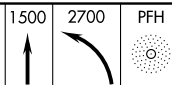
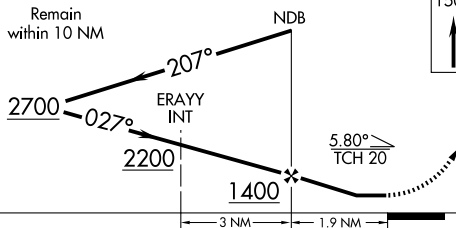
UNICOM
123.05 (CTAF) **0**



ELEV 198



Remain
within 10 NM



FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

CATEGORY	A	B	C	D
CIRCLING	800-1 602 (700-1)	820-1 622 (700-1)	860-1¾ 662 (700-1¾)	920-2¼ 722 (800-2¼)

HUDSON, NEW YORK

Amdt 4 17DEC09

HUDSON/COLUMBIA COUNTY (1B1)

42°17'N - 73°43'W

NDB-A

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 77715 W03A	APP CRS 025°	Rwy Idg TDZE Apt Elev	5350 198 198
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RNAV (GPS) RWY 3

HUDSON/ COLUMBIA COUNTY (1B1)

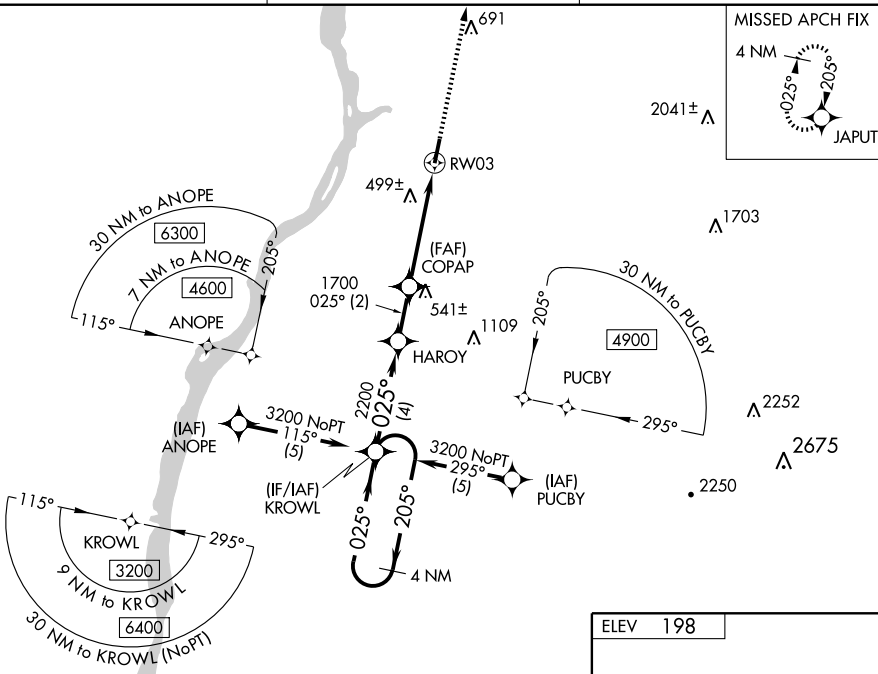
▼ Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting is not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3200 direct JAPUT and hold, continue climb-in-hold to 3200.

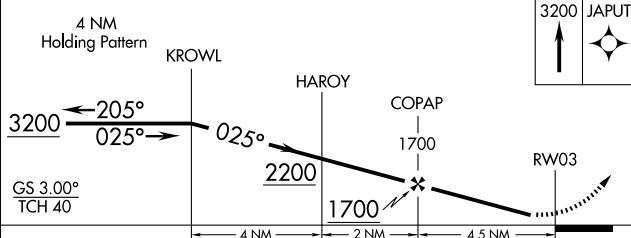
AWOS-3
133.525

ALBANY APP CON
132.825 307.2

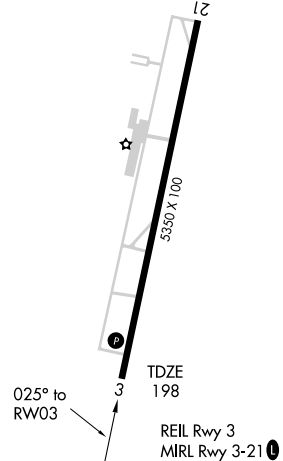
UNICOM
123.05 (CTAF) **0**



ELEV 198



CATEGORY	A	B	C	D
LPV DA	500-1		302 (400-1)	
LNAV/VNAV DA	842-2¼		644 (700-2¼)	
LNAV MDA	760-1	562 (600-1)	760-1½ 562 (600-1½)	760-1¾ 562 (600-1¾)
CIRCLING	760-1 562 (600-1)	820-1 622 (700-1)	860-1¾ 662 (700-1¾)	920-2¼ 722 (800-2¼)



WAAS CH 4021S W21A	APP CRS 205°	Rwy Idg TDZE Apt Elev	5350 194 198
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RNAV (GPS) RWY 21

HUDSON/ COLUMBIA COUNTY (1B1)

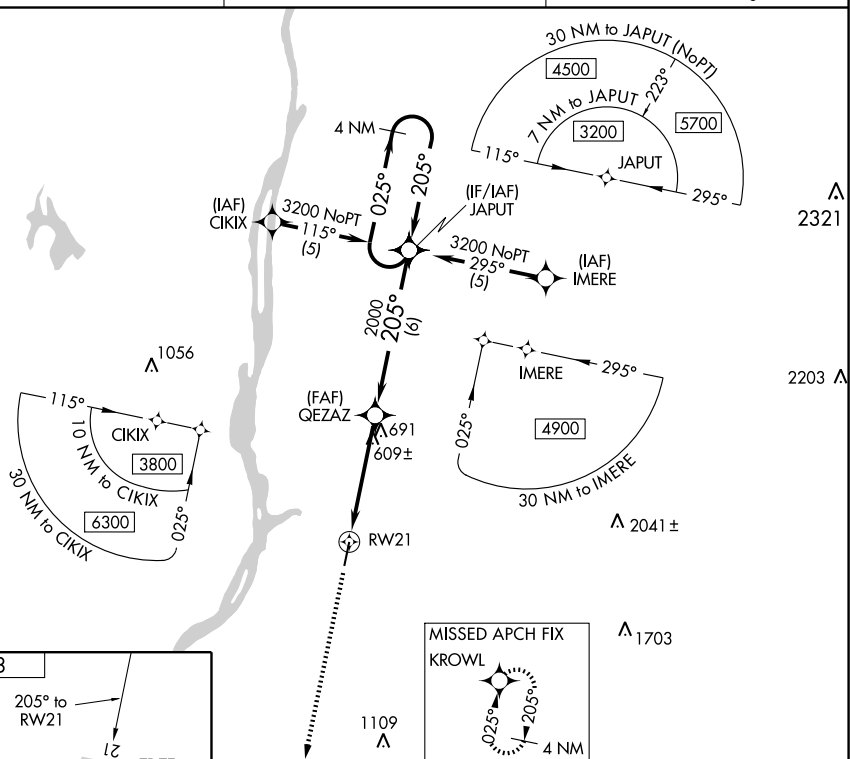
▽ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV Cat B ¼ mile, Cats C and D ½ mile. Circling Cat B ¼ mile, Cat C ½ mile and Cat D ¼ mile.

MISSED APPROACH: Climb to 3200 direct KROWL and hold.

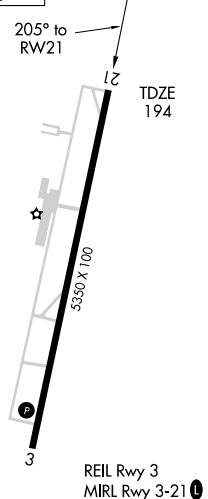
AWOS-3
133.525

ALBANY APP CON
132.825 307.2

UNICOM
123.05 (CTAF) ①



ELEV 198



3200

↑

KROWL

4 NM Holding Pattern

JAPUT

QEZAZ

2000

205°

025°

3200

2000

GS 3.52° TCH 60

4.6 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	614-1¼ 420 (500-1¼)			NA
LNAV MDA	860-1	666 (700-1)	860-1¾ 666 (700-1¾)	860-2 666 (700-2)
CIRCLING	860-1	662 (700-1)	860-1¾ 662 (700-1¾)	920-2¼ 722 (800-2¼)

ATIS
125.175
ITHACA TOWER★
119.6
GND CON
121.8

D

ELEV
1077

- 42°30'N



JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

120

- 42°29.5'N

2 DE-ICE
PAD -

CONTROL
TOWER
1133

TERMINAL

HANGARS

FIRE
STATION

RWY 14-32
S-71, D-90, 2S-114, 2D-140

HANGARS

ELEV
1099

42°29'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

76°28'W

76°27.5'W

76°27'W

AIRPORT DIAGRAM

10210

ITHACA, NEW YORK
ITHACA TOMPKINS RGNL (ITH)

ITHACA TOMPKINS RGNL (ITH) 3 NE UTC-5(-4DT) N42°29.48' W76°27.52'

NEW YORK

1099 B S4 FUEL 100LL, JET A Class I, ARFF Index B NOTAM FILE ITH

H-10H, 11C, 12J, L-30J, 32F

RWY 14-32: H6977X150 (ASPH-GRVD) S-71, D-90, 2S-114, 2D-140 HIRL 0.3% up SE

IAP, AD

RWY 14: PAPI(P4L)—GA 3.0° TCH 50'.

RWY 32: MALSR. PAPI(P4L)—GA 3.2° TCH 53'. Trees.

RWY 15-33: 2018X50 (TURF) 0.3% up SE

RWY 15: Road.

RWY 33: Antenna.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-6976 TODA-6976 ASDA-6601 LDA-6601

RWY 32: TORA-6976 TODA-6796 ASDA-6601 LDA-6601

AIRPORT REMARKS: Attended 1000-0500Z±. FBO avbl 1100-0200Z±, for FBO svcs ctc 131.6. For FBO svcs after hrs call 607-279-0392 or 800-876-1551. Rwy 15-33 CLOSED ngts, winter months, and after heavy rain. Deer and flocks of birds on and in/ov arpt. PPR 24 hrs for unscheduled air carrier ops, call arpt manager 607-257-6666. ARFF avbl 1000-0500Z± and/or 15 min prior to or 15 min after scheduled air carrier ops. Rwy 15-33 thlds marked with white lime bar, edges marked with reflectors. When twr clsd ACTIVATE HIRL Rwy 14-32, twy lgts and MALSR Rwy 32—CTAF. PAPI Rwy 14 and Rwy 32 opr continuously. Ldg fee for transient acft.

WEATHER DATA SOURCES: ASOS 125.175 (607) 257-2390.

COMMUNICATIONS: CTAF 119.6 ATIS 125.175 UNICOM 122.95

RCO 122.1R 111.8T (BUFFALO RADIO)

Ⓡ ELMIRA APP/DEP CON 124.3 (1100-0500Z±)

Ⓡ NEW YORK CENTER APP/DEP CON 133.35 (0500-1100Z±)

TOWER 119.6 (1130-0300Z±) GND CON 121.8

AIRSPACE: CLASS D svc 1130-0300Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.

(L) VOR/DME 111.8 ITH Chan 55 N42°29.70' W76°27.60' at fld. 1102/10W.

VOR unusable:

060°-080° byd 28 NM blo 2500'

081°-150° byd 10 NM blo 3800'

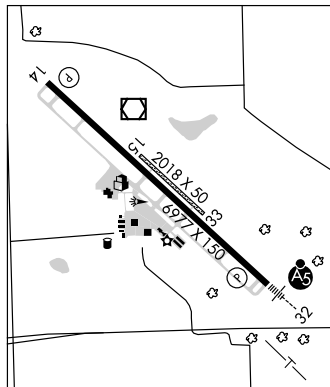
360°-059° byd 10 NM blo 3800'

DME unusable 360°-160° byd 20 NM blo 6500'

VRNAH NDB (LOM) 266 IT N42°25.80' W76°22.08' 324° 5.5 NM to fld. Unusable beyond 10 NM.

ILS 108.7 I-ITH Rwy 32. Class IB. LOM VRNAH NDB (ILS unmonitored when twr clsd.) LOM unusable beyond 10 NM. LOC unusable abv 1700' at thld and abv 3900' byd 4.9 NM.

COMM/NAV/WEATHER REMARKS: When Ithaca twr clsd, clnc del/cancellations avbl thru Elmira apch 124.3. During hrs Elm apch clsd, clnc del/cancellations avbl thru Flight Services on Ithaca VOR 122.1R 111.8T and 1-888-766-8267.



JAMESTOWN N42°11.32' W79°07.28' NOTAM FILE JHW.

DETROIT

(H) VOR/DME 114.7 JHW Chan 94 258° 6.1 NM to Chautauqua Co./Jamestown. 1790/07W.

H-10H, L-30H

RCO 122.1R 114.7T (BUFFALO RADIO)

LOC I-ITH	APP CRS	Rwy Idg	6601
<u>108.7</u>	325°	TDZE	1099
		Apt Elev	1099

ILS or LOC RWY 32

ITHACA TOMPKINS RGNL (ITH)

▼ Inoperative table does not apply to S-ILS 32. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Elmira altimeter setting and increase all DA 84 feet and all MDA 100 feet and increase S-LOC Cat B visibility to RVR 5000 and increase S-LOC Cat C and Circling Cats B and C visibility $\frac{1}{4}$ mile.

MALSR

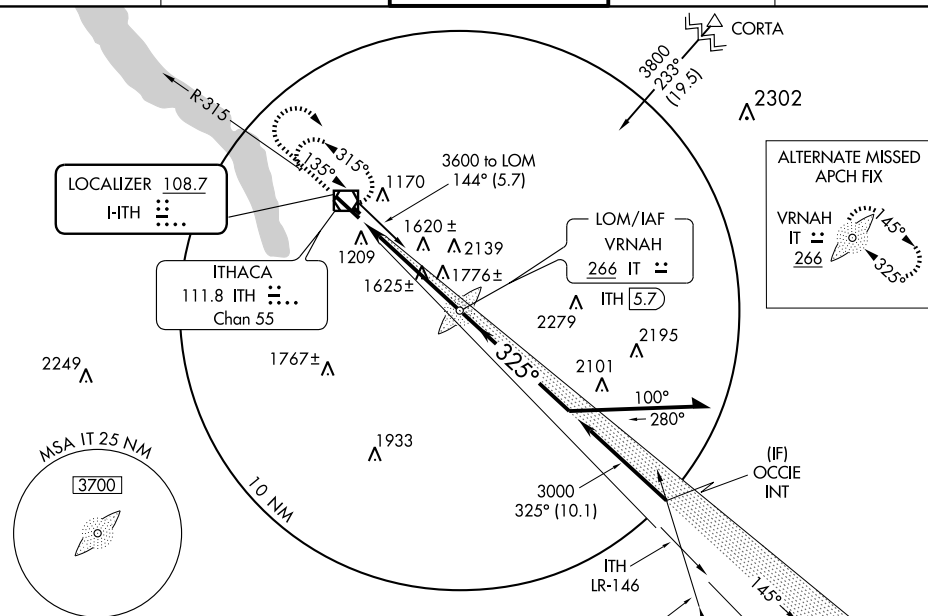
MISSED APPROACH:
Climb to 2600 then climbing
right turn to 3400 direct
ITH VOR/DME and hold.

ATIS
125.175

ELMIRA APP CON ★
124.3 257.8

ITHACA TOWER ★
119.6 (CTAF) L


GND CON
121.8

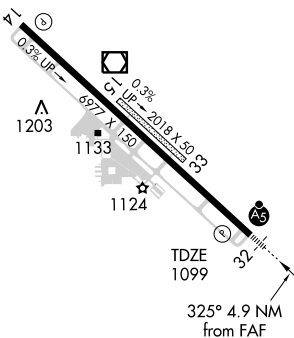
UNICOM
122.95

ELEV 1099

D

Procedure NA for arrivals on CFB
VORTAC airway radials 310 CW
015 and via V374 Northwest bound.

IAF
BINGHAMTON
112.2 CFB 
Chan 59

HIRL Rwy 14-32 **L**

EAE to MAR 1.1 NM

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

ITHACA, NEW YORK

Amdt 6 29JUL10

42°29'N - 76°28'W

ITHACA TOMPKINS RGNL (ITH)
ILS or LOC RWY 32

NE-2. 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6601
144°	TDZE	1083
	Apt Elev	1099

RNAV (GPS) Y RWY 14

ITHACA TOMPKINS RGNL (ITH)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet and increase LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, and increase Circling Cats C and D visibility ¼ mile.

MISSED APPROACH:
Climbing right turn to 3700
direct VAFKU and hold.

ATIS
125.175

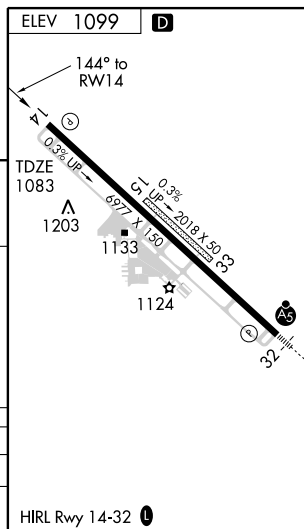
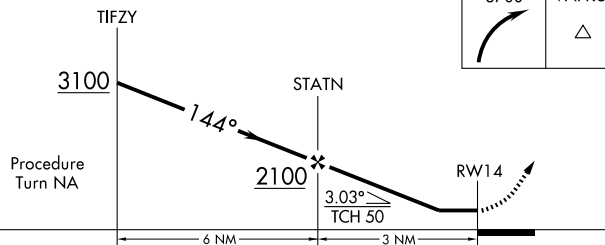
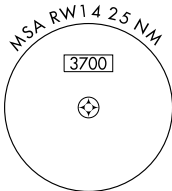
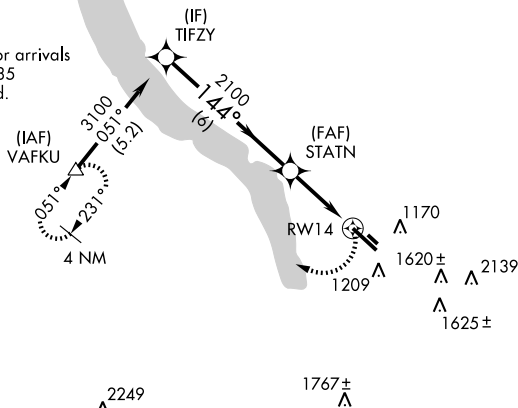
ELMIRA APP CON ★
124.3 257.8

ITHACA TOWER ★
119.6 (CTAF) 0

GND CON
121.8

UNICOM
122.95

Procedure NA for arrivals
at VAFKU via V35
Southwest bound.



CATEGORY	A	B	C	D
LNAV MDA	1500-1	417 (500-1)	1500-1¼	417 (500-1¼)
CIRCLING	1520-1 421 (500-1)	1560-1 461 (500-1)	1600-1½ 501 (600-1½)	1780-2¼ 681 (700-2¼)

HIRL Rwy 14-32 0

WAAS
CH **62815**
W32AAPP CRS
325°Rwy Idg
TDZE **6601**
Apt Elev **1099****RNAV (GPS) RWY 32**
ITHACA TOMPKINS RGNL (ITH)**▼** Inoperative table does not apply to LNAV Cat A. DME/DME RNP-0.3 NA.**▲** Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all DA 84 feet and all MDA 100 feet. For inoperative MALSR, increase LNAV Cat B visibility ¼ mile. For inoperative MALSR, when using Elmira altimeter setting, increase LPV all Cats visibility to RVR 6000, and increase LNAV Cat B visibility to 1½.

MALSR

**MISSED APPROACH:**
Climb to 3700 direct
STATN and on track
282° to VAFKU and
hold.ATIS
125.175ELMIRA APP CON *
124.3 257.8ITHACA TOWER *
119.6 (CTAF) **①**GND CON
121.8UNICOM
122.95

4 NM

282°
(7.7)

STATN

RW32

1209

1170

1620 ±

1625 ±

2139

(FAF)
CONUL

1767 ±

2249

1933

2279

2195

2101

3000

(9.6)

(IF)
OCCIE

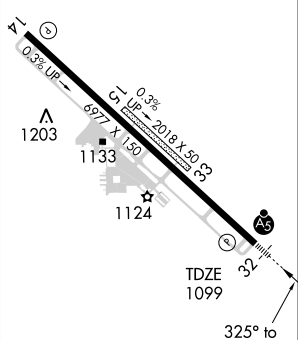
3400

355°

(101)

(IAF)
BINGHAMTON
CFBProcedure NA for arrivals
on CFB VORTAC airway
radials 310 CW 015.

ELEV 1099

DTDZE
1099325° to
RW32

3700

STATN

tr
282°

VAFKU

OCCIE

Procedure
Turn
NA

*LNAV only.

*3.4 NM to
RW32

CONUL

3000

325°

3000

3400

GS 3.20°
TCH 54

CATEGORY

A

B

C

D

LPV DA

A

B

C

D

LNAV MDA

A

B

C

D

CIRCLING

A

B

C

D

ITHACA, NEW YORK
Orig 29JUL10

42°29'N - 76°28'W

ITHACA TOMPKINS RGNL (ITH)
RNAV (GPS) RWY 32

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 50415 W14A	APP CRS 144°	Rwy Idg TDZE Apt Elev	6601 1083 1099
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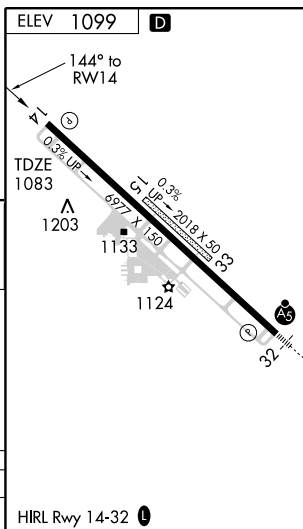
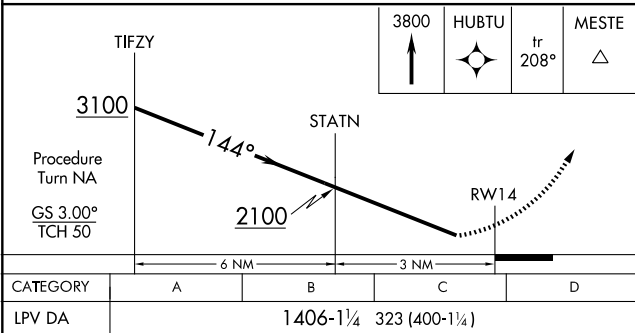
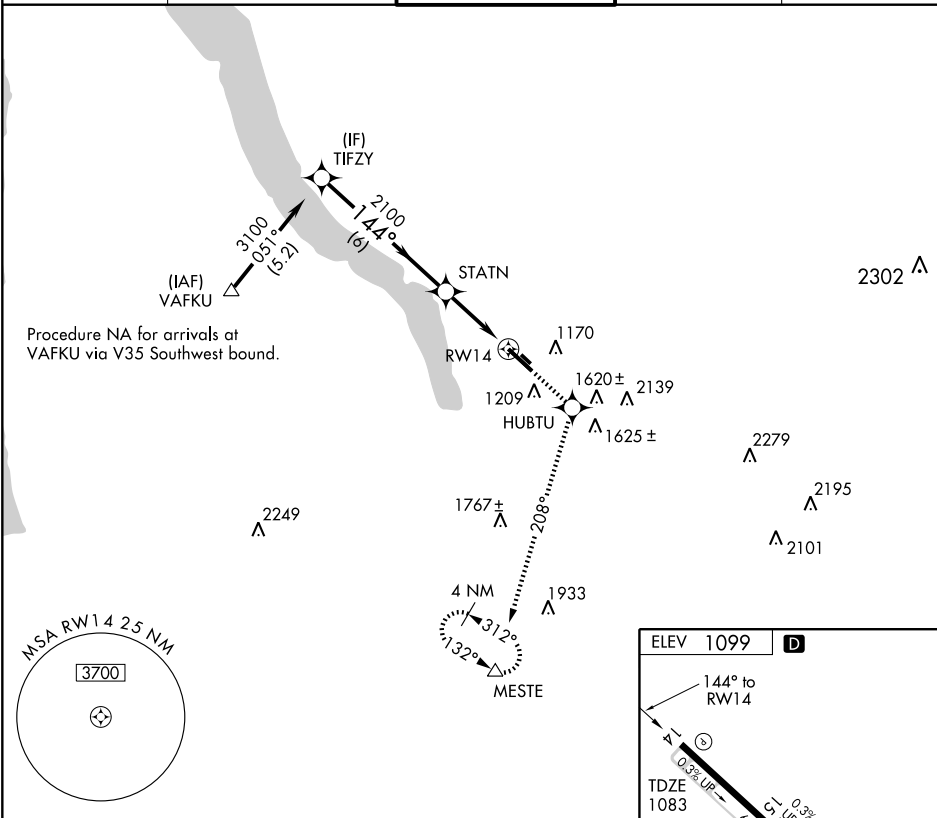
RNAV (GPS) Z RWY 14

ITHACA TOMPKINS RGNL (ITH)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase DA 84 feet and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3800 direct HUBTU and via track 208° to MESTE and hold.

ATIS 125.175	ELMIRA APP CON ★ 124.3 257.8	ITHACA TOWER ★ 119.6 (CTAF) 0	GND CON 121.8	UNICOM 122.95
------------------------	--	---	-------------------------	-------------------------



VOR/DME ITH 111.8 Chan 55	APP CRS 134°	Rwy ldg TDZE Apt Elev	6601 1083 1099
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VOR RWY 14

ITHACA TOMPKINS RGNL (ITH)

V Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet and increase S-14 Cats C and D visibility $\frac{1}{4}$ mile, increase Circling Cats C and D $\frac{1}{4}$ mile, ESEBY Fix Minimums increase S-14 Cats C and D visibility $\frac{1}{4}$ mile, and increase Circling Cats C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing left turn to 3200 via heading 314° then direct ITH VOR/DME and hold.

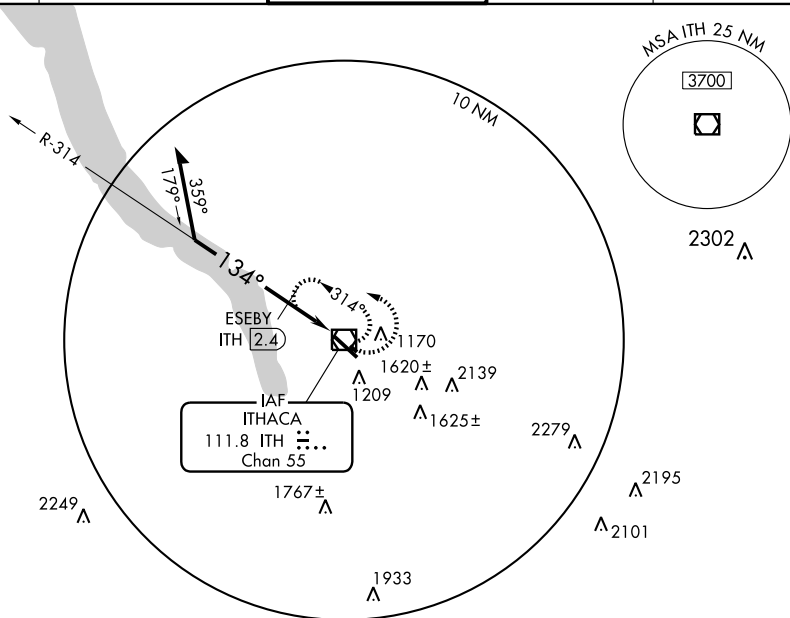
ATIS
125.175

ELMIRA APP CON ★
124.3 257.8

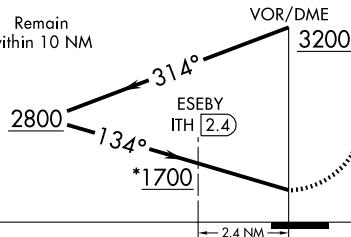
ITHACA TOWER ★
119.6 (CTAF) 0

GND CON
121.8

UNICOM
122.95



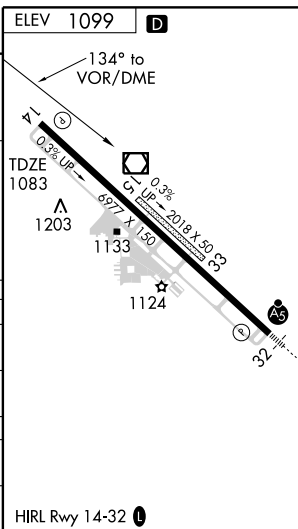
Remain
within 10 NM



3200 ITH
hdg 314°

*1800 when using
Elmira altimeter setting.

CATEGORY	A	B	C	D
S-14	1700-1 617 (700-1)		1700-1 $\frac{3}{4}$ 617 (700-1 $\frac{3}{4}$)	1700-2 617 (700-2)
CIRCLING	1700-1 601 (700-1)		1700-1 $\frac{3}{4}$ 601 (700-1 $\frac{3}{4}$)	1780-2 $\frac{1}{4}$ 681 (700-2 $\frac{1}{4}$)
ESEBY FIX MINIMUMS				
S-14	1520-1 437 (500-1)		1520-1 $\frac{1}{4}$ 437 (500-1 $\frac{1}{4}$)	1520-1 $\frac{1}{2}$ 437 (500-1 $\frac{1}{2}$)
CIRCLING	1520-1 421 (500-1)	1560-1 461 (500-1)	1600-1 $\frac{1}{2}$ 501 (600-1 $\frac{1}{2}$)	1780-2 $\frac{1}{4}$ 681 (700-2 $\frac{1}{4}$)



HIRL Rwy 14-32 0

VOR/DME ITH
111.8
Chan **55**

APP CRS
329°

Rwy Idg	6601
TDZE	1099
Apt Elev	1099

VOR RWY 32
ITHACA TOMPKINS RGNL (ITH)

T Inoperative table does not apply to Cats A and B. Visibility reduction by
A helicopters NA. When local altimeter setting not received, use Elmira
altimeter setting and increase all MDA 100 feet. VDP NA when using
Elmira altimeter setting.

MALSR

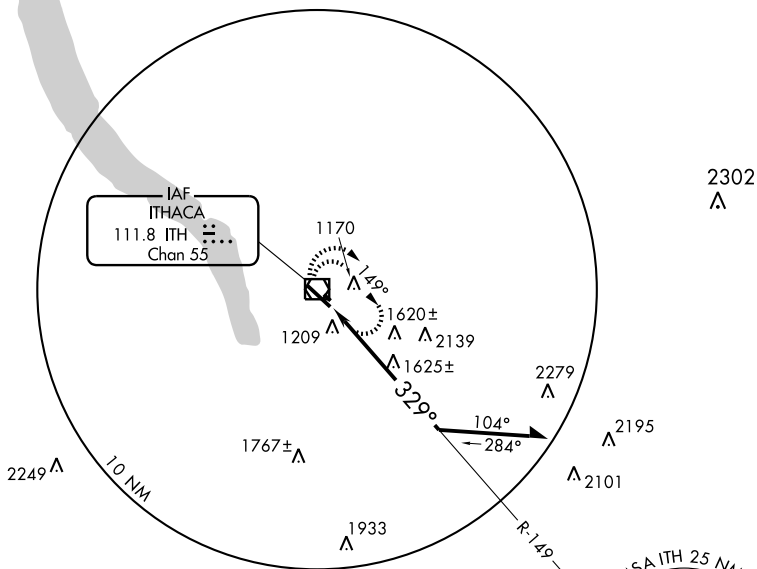
MISSED APPROACH: Climbing right turn to 3400 in ITH VOR/DME holding pattern.

ATIS
125.175

ELMIRA APP CON ★
124.3 257.8

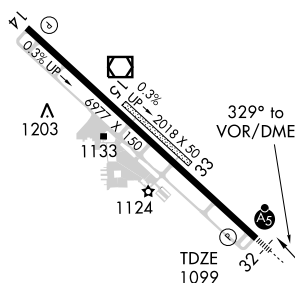
ITHACA TOWER ★
119.6 (CTAF) L

GND CON
121.8

UNICOM
122.95

ELEV 1099

D



3400

ITH

VOR/DME

Remain
within 10 NM

100

CATEGORY

A

B

C

D

C-32

2500/60

2500-1½

2500 214 1401 (1500-214)

1401 (1500-1½)	2500 314
----------------	----------

2500 11/16

HIRL Rwy 14-32 **L**

ITHACA, NEW YORK

Amdt 2 11FEB10

ITHACA TOMPKINS RGNL (ITH)

VOR RWY 32

NE-2. 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

42°29'N - 76°28'W

JAMESTOWN**CHAUTAUQUA CO/JAMESTOWN** (JHW) 3 N UTC-5(-4DT) N42°09.20' W79°15.48'**DETROIT**

1723 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE JHW

H-10H, L-30H

RWY 07-25: H5299X100 (ASPH-GRVD) S-57, D-95, 2D-125 PCN 24 F/C/W/T HIRL IAP

RWY 07: VASI(V4L)—GA 3.0° TCH 52'. Antenna.

RWY 25: MALSR.

RWY 13-31: H4500X100 (ASPH) S-31, D-56 PCN 13 F/C/W/T

MIRL 0.4% up NW

RWY 13: PAPI(P4L)—GA 3.0° TCH 45'. Tree.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 51'. Building.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 07: TORA-5299 TODA-5299 ASDA-5299 LDA-5299

RWY 13: TORA-4500 TODA-4500 ASDA-4500 LDA-4500

RWY 25: TORA-5299 TODA-5299 ASDA-5299 LDA-5299

RWY 31: TORA-4500 TODA-4500 ASDA-4500 LDA-4500

AIRPORT REMARKS: Attended Sun-Fri 1100-0200Z†, Sat

1100-1900Z†. Deer and birds on and in/ov arpt. No snow removal

avbl 0200-1100Z†. Mid Nov-1 Apr ops avbl Sat 1100-2200Z†.

PPR for services after hrs, call arpt manager 716-484-0204 or

FBO at 716-665-4800. ACTIVATE HIRL Rwy 07-25, MIRL Rwy

13-31, VASI Rwy 07, PAPI Rwy 13 and Rwy 31, MALSR Rwy 25

and twy lgts—CTAF. Ldg fee multi-engine acft only.

WEATHER DATA SOURCES: AWOS-3 118.425 (716) 664-6005.**COMMUNICATIONS:** CTAF/UNICOM 122.7

JAMESTOWN RCO 122.1R 114.7T (BUFFALO RADIO)

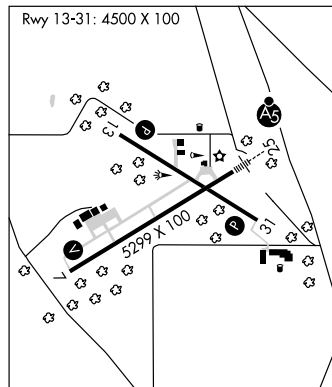
® ERIE APP/DEP CON 126.05 (1100-0500Z†)

CLEVELAND CENTER APP/DEP CON 132.4 (0500-1100Z†)

AIRSPACE: CLASS E svc Sun-Fri 1100-0300Z†, Sat 1200-2300Z†, other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE JHW.

JAMESTOWN (H) VOR/DME 114.7 JHW Chan 94 N42°11.32' W79°07.28' 258° 6.1 NM to fld. 1790/07W.

ILS/DME 109.7 I-JHW Chan 34, Rwy 25. Class IE. ILS unmonitored.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.**JOHN F. KENNEDY INTL** (See NEW YORK)**JOHNSTOWN** N42°59.97' W74°19.89' NOTAM FILE BTV.**NEW YORK**

NDB (MHW) 523 JJH at Fulton Co.

L-32G**JOHNSTOWN****FULTON CO** (NYØ) 2 E UTC-5(-4DT) N42°59.89' W74°19.77'**NEW YORK**

881 B S3 FUEL 100LL, JET A TPA-1681 (800) NOTAM FILE BTV Not insp.

L-32G

RWY 10-28: H4000X75 (ASPH) MIRL 0.4% up E

IAP

RWY 10: REIL. PAPI(P2L). Trees.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 42'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†. Sun

1500-2200Z†. ACTIVATE MIRL Rwy 10-28—CTAF. Landing fee.

COMMUNICATIONS: CTAF/UNICOM 122.7

ALBANY APP/DEP CON 118.05

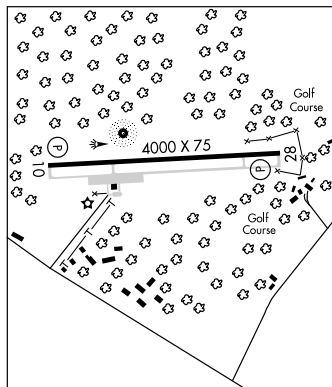
RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

ALBANY (L) VORTAC 115.3 ALB Chan 100 N42°44.84'

W73°48.19' 316° 27.7 NM to fld. 275/13W.

JOHNSTOWN NDB (MHW) 523 JJH N42°59.97' W74°19.89' at

fld. NOTAM FILE BTV.

**JOSEPH Y RESNICK** (See ELLENVILLE)**KATHI** N43°06.54' W78°50.30' NOTAM FILE IAG.

NDB (LOM) 329 IA 279° 4.7 NM to Niagara Falls Intl. Unmonitored when Niagara Falls Intl twr clsd.

LOC/DME I-JHW

109.7

APP CRS

249°

Rwy Idg

5299

TDZE

1721

Apt Elev

1723

ILS or LOC RWY 25

JAMESTOWN/CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

When local alimeter setting not received, use Dunkirk alimeter setting and increase S-ILS 25 DA to 2113 and all MDA 200 feet; increase S-ILS 25 all Cats visibility ½ mile; increase S-LOC 25 Cats C and D, Circling Cats C and D, DIPRE FIX minimums S-LOC 25 Cats C and D, and DIPRE FIX minimums Circling Cats C and D visibility ½ mile. For inoperative MALSR when using Dunkirk alimeter setting, increase S-ILS 25 all Cats visibility ½ mile. VDP NA when using Dunkirk alimeter setting.

MALSR



MISSED APPROACH: Climb to 2320 then climbing right turn to 3800 via heading 125° and I-JHW NE course to KRAUS INT/I-JHW 6.5 DME and hold.

AWOS-3

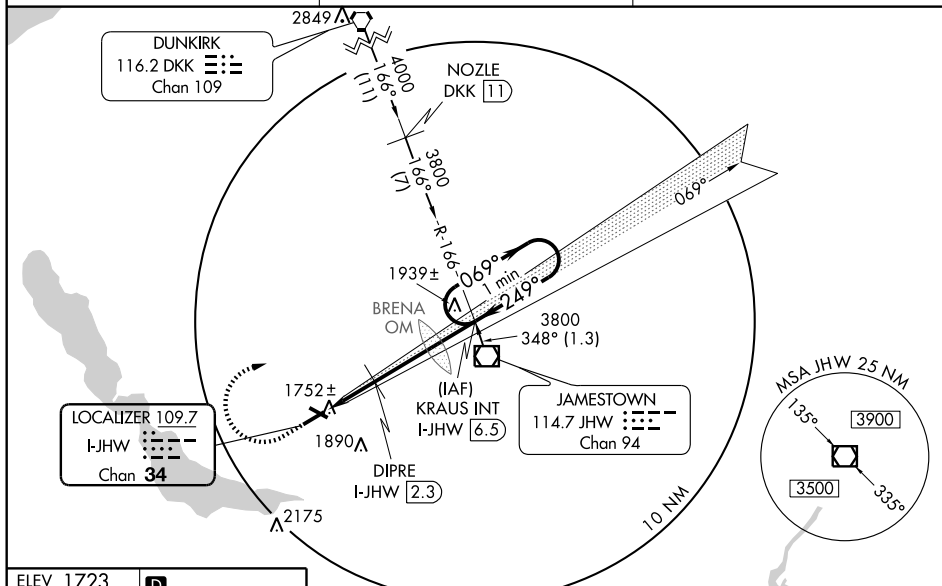
118.425

ERIE APP CON ★

126.05

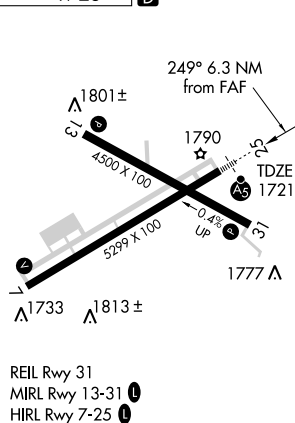
UNICOM

122.7 (CTAF) 0



ELEV 1723

D



REIL Rwy 31

MRL Rwy 13-31 0

HIRL Rwy 7-25 0

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

2320	3800	LOC NE crs	KRAUS INT	KRAUS INT I-JHW [6.5]	One Minute Holding Pattern
↑	↗	125°		3800	
		I-JHW [0.2]	DIPRE I-JHW [2.3]	3800	GS 3.00° TCH 48
		I-JHW [1.1]			
*LOC only			*2260		
	1 NM	1.1 NM	4.2 NM		
CATEGORY	A	B	C	D	
S-ILS 25	1921-½		200 (200-½)		
S-LOC 25	2260-½	539 (600-½)	2260-1 539 (600-1)	2260-1¼ 539 (600-1¼)	
CIRCLING	2260-1	537 (600-1)	2260-1½ 537 (600-1½)	2280-2 557 (600-2)	
DIPRE FIX MINIMUMS					
S-LOC 25	2080-½	359 (400-½)		2080-¾ 359 (400-¾)	
CIRCLING	2180-1	457 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)	

JAMESTOWN, NEW YORK

Amdt 7 17DEC09

JAMESTOWN/CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

42°09'N-79°15'W

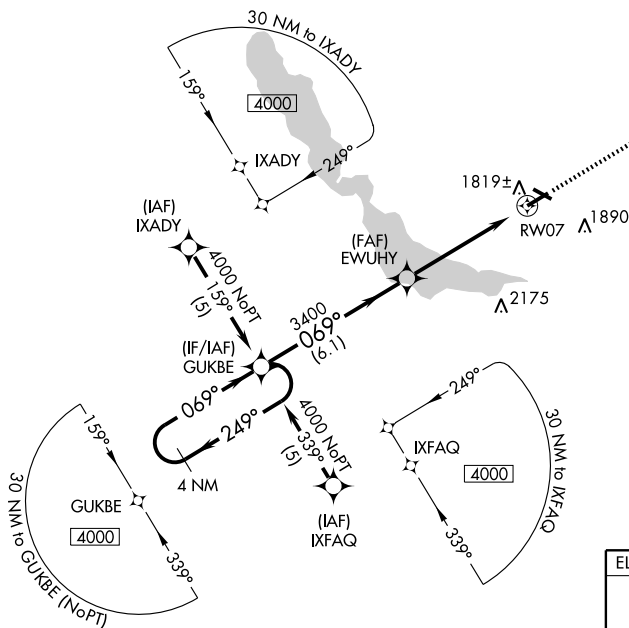
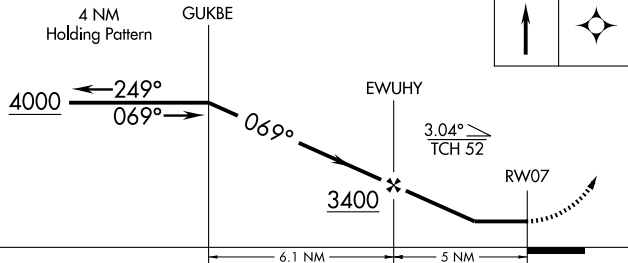
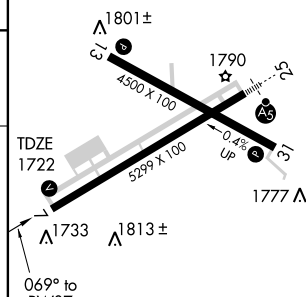
ILS or LOC RWY 25

APP CRS
069°Rwy Idg **5299**
TDZE **1722**
Apt Elev **1723****RNAV (GPS) RWY 7**

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Dunkirk altimeter setting and increase all MDA 200 feet; increase LNAV Cats C and D and Circling Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 4000
direct OYNEM and hold.

AWOS-3
118.425ERIE APP CON ★
126.05UNICOM
122.7 (CTAF) ①2392 **▲**ELEV 1723 **D**

CATEGORY	A	B	C	D
LNAV MDA	2120-1	398 (400-1)		2120-1¼ 398 (400-1¼)
CIRCLING	2180-1	457 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

REIL Rwy 31
MIRL Rwy 13-31 **①**
HIRL Rwy 7-25 **①**

JAMESTOWN, NEW YORK
Amdt 1 17DEC09

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

42°09'N-79°15'W

RNAV (GPS) RWY 7

NE-2, 21 OCT 2010 to 18 NOV 2010

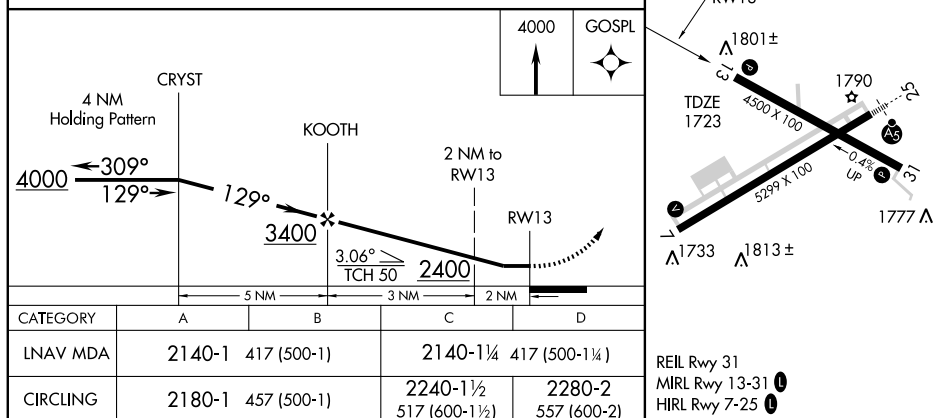
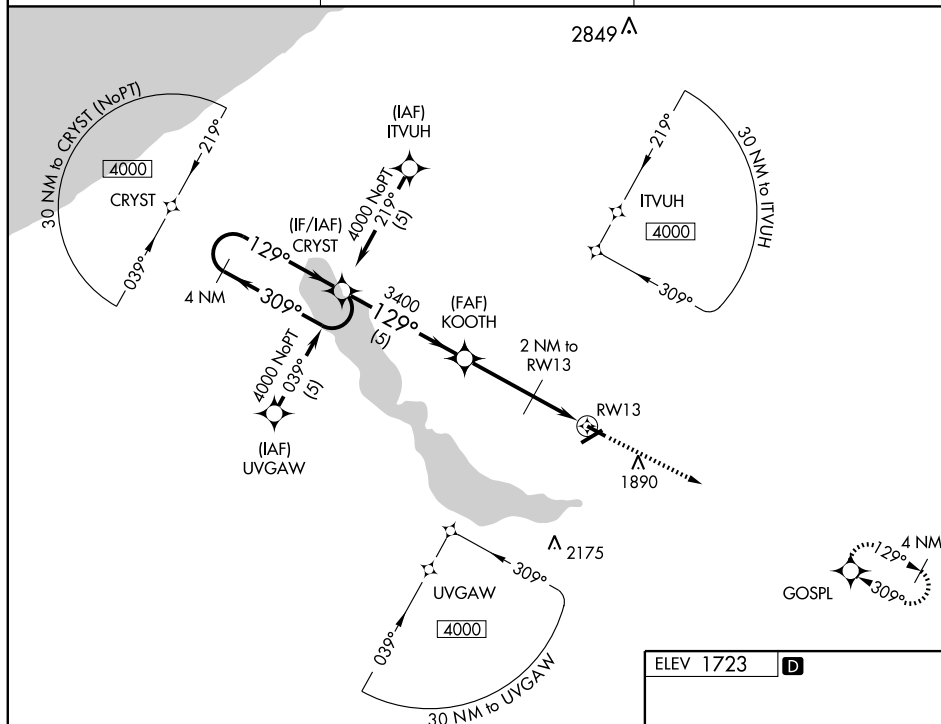
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)



NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.MISSED APPROACH: Climb to 4000
direct GOSPL WPT and hold.AWOS-3
118.425ERIE APP CON ★
126.05UNICOM
122.7 (CTAF) 0

WAAS CH 62910 W25A	APP CRS 249°	Rwy Idg TDZE Apt Elev	5299 1721 1723
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RNAV (GPS) RWY 25

JAMESTOWN/CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dunkirk altimeter setting and increase LPV DA to 2113, LNAV/VNAV DA to 2246, and all MDA 200 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cats C and D visibility ½ mile; increase LNAV Cat D visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1 ½ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase LPV all Cats visibility to 1 ½ mile. Baro-VNAV and VDP NA when using Dunkirk altimeter setting.

MALSR

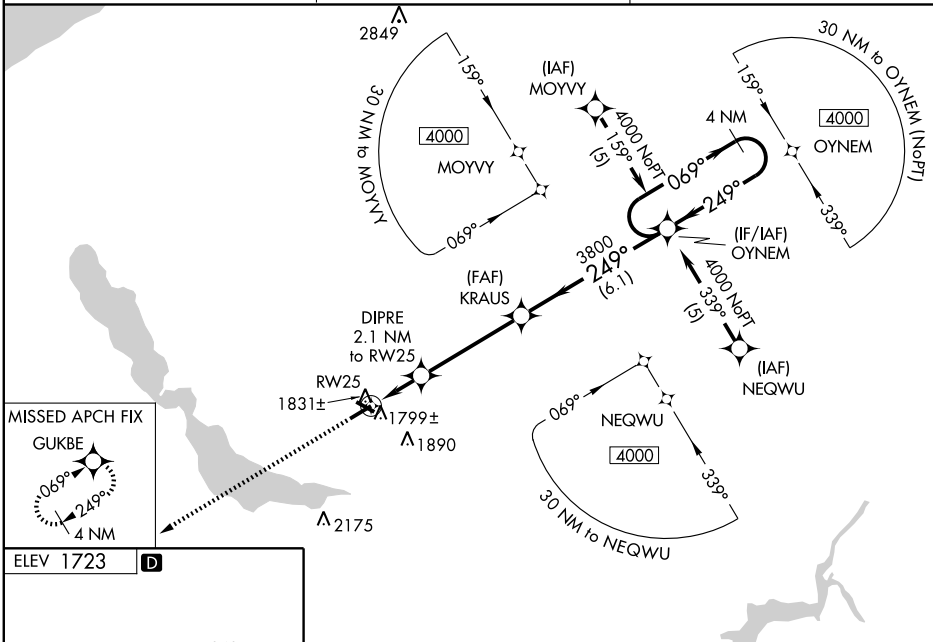


MISSED APPROACH:
Climb to 4000 direct
GUKBE and hold.

AWOS-3
118.425

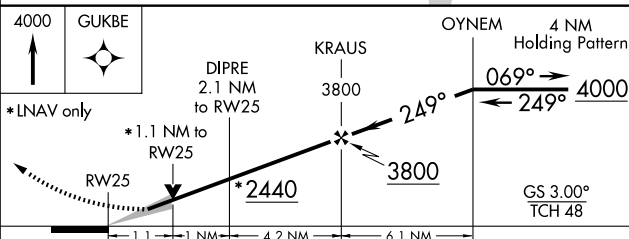
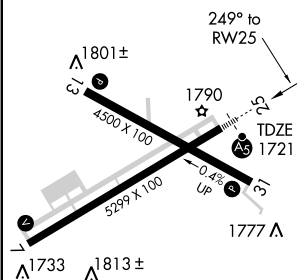
ERIE APP CON ★
126.05

UNICOM
122.7 (CTAF) 0



ELEV 1723

D



CATEGORY	A	B	C	D
LPV DA	1921-1/2	200 (200-1/2)		
LNAV/VNAV DA	2054-3/4	333 (400-3/4)		
LNAV MDA	2100-1/2	379 (400-1/2)		2100-1 379 (400-1)
CIRCLING	2180-1	457 (500-1)	2240-1 1/2 517 (600-1 1/2)	2280-2 557 (600-2)

APP CRS 309°	Rwy Idg TDZE Apt Elev	4500 1715 1723
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RNAV (GPS) RWY 31

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)



NA

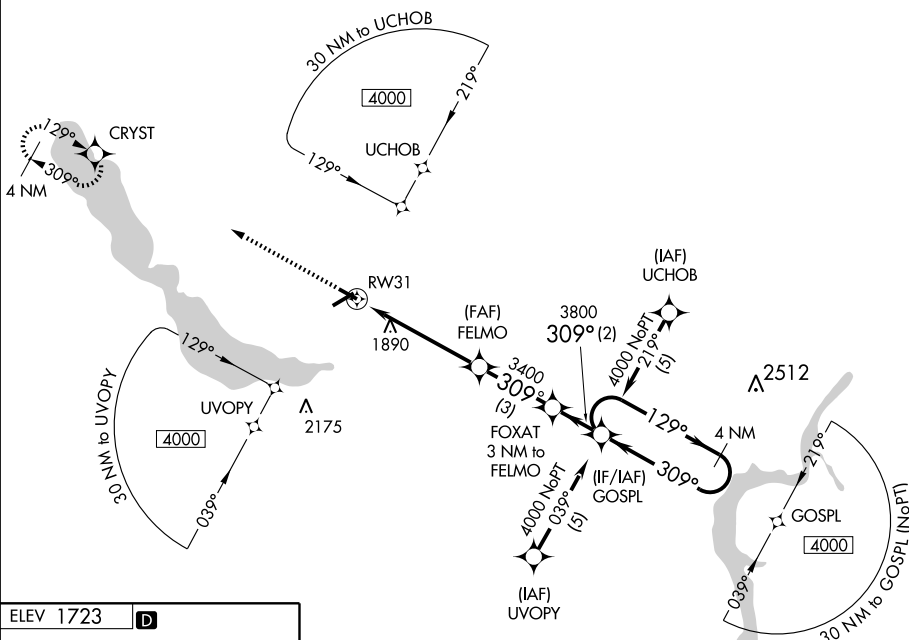
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000
direct CRYST WP and hold.

AWOS-3
118.425

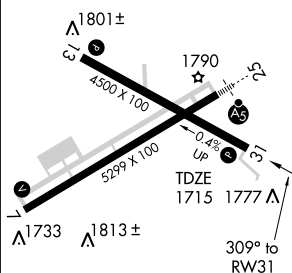
ERIE APP CON ★
126.05

UNICOM
122.7 (CTAF) 0



ELEV 1723

D



REIL Rwy 31
MIRL Rwy 13-31 0
HIRL Rwy 7-25 0

	CRYST			
	FELMO FOXAT 3 NM to FELMO GOSPL 4 NM Holding Pattern			
	RW31 3.10° TCH 50 5 NM 3 NM 2 NM			
CATEGORY	A	B	C	D
LNAV MDA	2200-1	485 (500-1)	2200-1½ 485 (500-1½)	2200-1½ 485 (500-1½)
CIRCLING	2200-1	477 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

VOR/DME JHW
114.7
Chan **94**

APP CRS
077°

Rwy Idg	5299
TDZE	1722
Apt Elev	1723

JAMESTOWN / CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

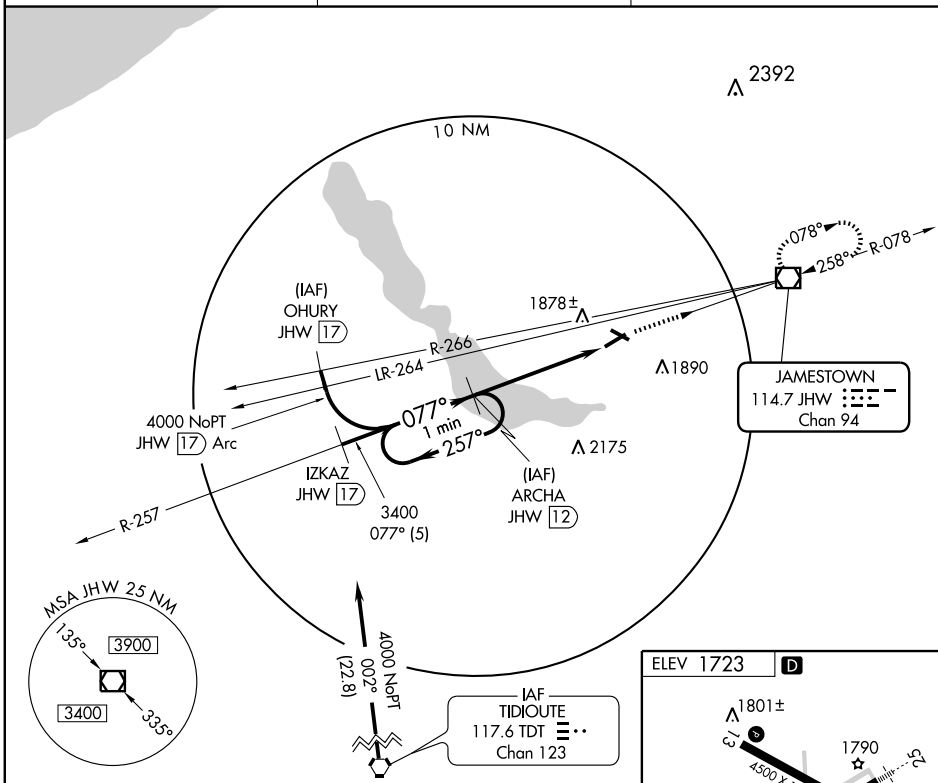
VOR/DME RWY 7

MISSED APPROACH: Climb to 3700
direct JHW VOR/DME and hold.

AWOS-3
118.425

ERIE APP CON ★
126.05

UNICOM
122.7 (CTAF) **L**



NE-2. 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

One Minute Holding Pattern

ARCHA
JHW 12

3400

$$077^\circ$$
$$\frac{3.06^\circ}{TCH}$$

← 3

JHW
7

3700	JHW
↑	

ELEV 1723

REIL Rwy 31
MIRL Rwy 13-31 **L**
HIRL Rwy 7-25 **L**

CATEGORY	A	B	C	D
S-7	2140-1	418 (500-1)	2140-1¼	418 (500-1¼)
CIRCLING	2180-1	457 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

JAMESTOWN, NEW YORK
Amdt 4 10210

JAMESTOWN / CHAUTAUQUA COUNTY/JAMESTOWN (JHW)
42°09'N-79°15'W VOR/DME RWY 7

VOR/DME RWY 7

VOR/DME JHW
114.7
 Chan **94**

APP CRS
258°

Rwy Idg
 TDZE
 Apt Elev

5299
1721
1723

VOR RWY 25

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)



Inoperative table does not apply.

MALSR



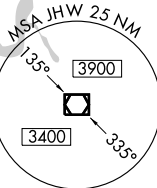
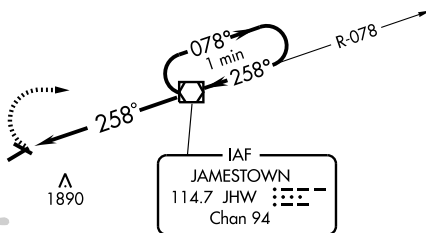
MISSED APPROACH: Climbing right turn to 3700
 direct JHW VOR/DME and hold.

AWOS-3
118.425

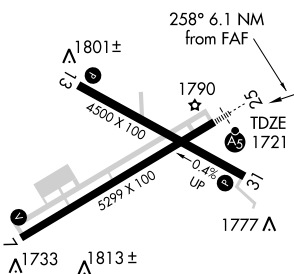
ERIE APP CON ★
126.05

UNICOM
122.7 (CTAF) 0

△ 2849



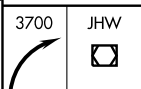
ELEV 1723

D

REIL Rwy 31
 MIRL Rwy 13-31 **0**
 HIRL Rwy 7-25 **0**

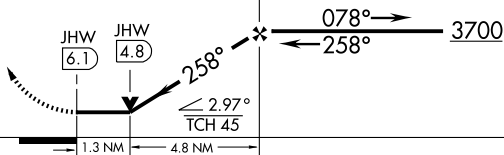
FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



VOR/DME

One Minute
 Holding Pattern



CATEGORY	A	B	C	D
S-25	2180-1	459 (500-1)	2180-1½ 459 (500-1½)	2180-1½ 459 (500-1½)
CIRCLING	2180-1	457 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

JAMESTOWN, NEW YORK

Amdt 8 10210

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

42°09'N-79°15'W

VOR RWY 25

JAMESTOWN**CHAUTAUQUA CO/JAMESTOWN** (JHW) 3 N UTC-5(-4DT) N42°09.20' W79°15.48'**DETROIT**

1723 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE JHW

H-10H, L-30H

RWY 07-25: H5299X100 (ASPH-GRVD) S-57, D-95, 2D-125 PCN 24 F/C/W/T HIRL

IAP

RWY 07: VASI(V4L)—GA 3.0° TCH 52'. Antenna.

RWY 25: MALSR.

RWY 13-31: H4500X100 (ASPH) S-31, D-56 PCN 13 F/C/W/T

MIRL 0.4% up NW

RWY 13: PAPI(P4L)—GA 3.0° TCH 45'. Tree.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 51'. Building.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 07: TORA-5299 TODA-5299 ASDA-5299 LDA-5299

RWY 13: TORA-4500 TODA-4500 ASDA-4500 LDA-4500

RWY 25: TORA-5299 TODA-5299 ASDA-5299 LDA-5299

RWY 31: TORA-4500 TODA-4500 ASDA-4500 LDA-4500

AIRPORT REMARKS: Attended Sun-Fri 1100-0200Z†, Sat

1100-1900Z†. Deer and birds on and in/ov arpt. No snow removal

avbl 0200-1100Z†. Mid Nov-1 Apr ops avbl Sat 1100-2200Z†.

PPR for services after hrs, call arpt manager 716-484-0204 or

FBO at 716-665-4800. ACTIVATE HIRL Rwy 07-25, MIRL Rwy

13-31, VASI Rwy 07, PAPI Rwy 13 and Rwy 31, MALSR Rwy 25

and twy lgts—CTAF. Ldg fee multi-engine acft only.

WEATHER DATA SOURCES: AWOS-3 118.425 (716) 664-6005.**COMMUNICATIONS:** CTAF/UNICOM 122.7

JAMESTOWN RCO 122.1R 114.7T (BUFFALO RADIO)

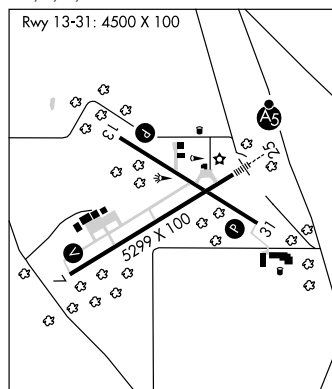
® ERIE APP/DEP CON 126.05 (1100-0500Z†)

CLEVELAND CENTER APP/DEP CON 132.4 (0500-1100Z†)

AIRSPACE: CLASS E svc Sun-Fri 1100-0300Z†, Sat 1200-2300Z†, other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE JHW.

JAMESTOWN (H) VOR/DME 114.7 JHW Chan 94 N42°11.32' W79°07.28' 258° 6.1 NM to fld. 1790/07W.

ILS/DME 109.7 I-JHW Chan 34, Rwy 25. Class IE. ILS unmonitored.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.**JOHN F. KENNEDY INTL** (See NEW YORK)**JOHNSTOWN** N42°59.97' W74°19.89' NOTAM FILE BTV.**NEW YORK**

NDB (MHW) 523 JJH at Fulton Co.

L-32G**JOHNSTOWN****FULTON CO** (NYØ) 2 E UTC-5(-4DT) N42°59.89' W74°19.77'**NEW YORK**

881 B S3 FUEL 100LL, JET A TPA-1681 (800) NOTAM FILE BTV Not insp.

L-32G

RWY 10-28: H4000X75 (ASPH) MIRL 0.4% up E

IAP

RWY 10: REIL. PAPI(P2L). Trees.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 42'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†. Sun

1500-2200Z†. ACTIVATE MIRL Rwy 10-28—CTAF. Landing fee.

COMMUNICATIONS: CTAF/UNICOM 122.7

ALBANY APP/DEP CON 118.05

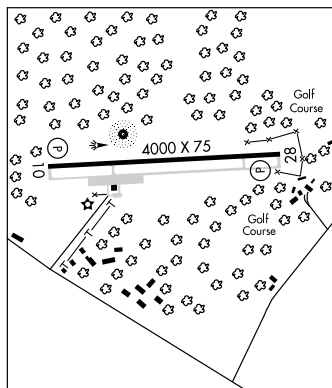
RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

ALBANY (L) VORTAC 115.3 ALB Chan 100 N42°44.84'

W73°48.19' 316° 27.7 NM to fld. 275/13W.

JOHNSTOWN NDB (MHW) 523 JJH N42°59.97' W74°19.89' at

fld. NOTAM FILE BTV.

**JOSEPH Y RESNICK** (See ELLENVILLE)**KATHI** N43°06.54' W78°50.30' NOTAM FILE IAG.

NDB (LOM) 329 IA 279° 4.7 NM to Niagara Falls Intl. Unmonitored when Niagara Falls Intl twr clsd.

NDB JJH
523APP CRS
095°Rwy Idg **4000**
TDZE **879**
Apt Elev **881****NDB RWY 10**

JOHNSTOWN/ FULTON COUNTY (NY)

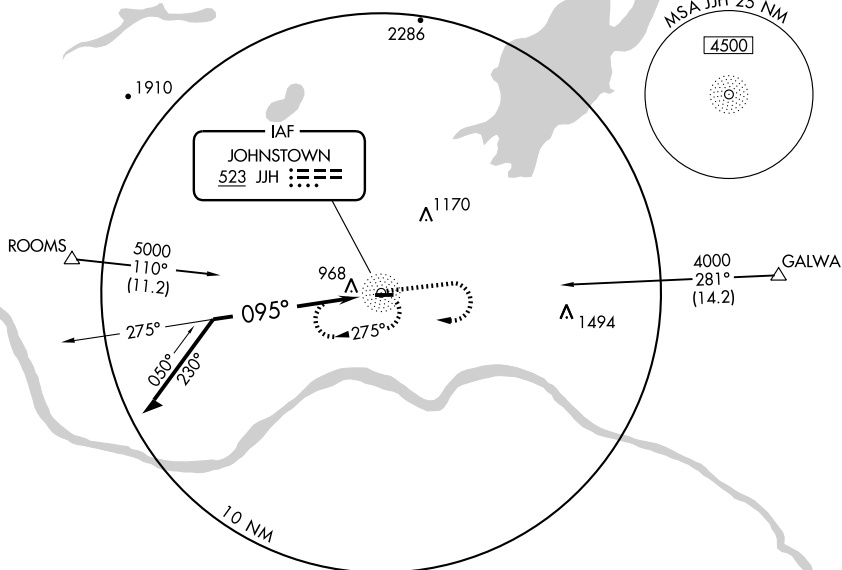


When VGSI inop, procedure NA at night.
 Visibility reduction by helicopters NA.
 Use Schenectady altimeter setting; when not received, use
 Albany Intl altimeter setting and increase all MDA 40 feet.



NA

MISSED APPROACH: Climb to 3000 then climbing right
 turn to 4000 direct JJH NDB and hold.

ALBANY APP CON
118.05UNICOM
122.7 (CTAF)

Λ 2420

Remain
within 10 NM

NDB

3200275°
095°

3000



4000



JJH



ELEV 881

TDZE 879

0.4% UP

095° to NDB

4000 X 75

28

CATEGORY	A	B	C	D
S-10	1900-1¼ 1021 (1100-1¼)	1900-1½ 1021 (1100-1½)	NA	
CIRCLING	1900-1¼ 1019 (1100-1¼)	1900-1½ 1019 (1100-1½)	NA	

MIRL Rwy 10-28
 REIL Rwy 10 and 28

NDB JJH
523APP CRS
288°Rwy Idg **4000**
TDZE **881**
Apt Elev **881****NDB RWY 28**

JOHNSTOWN/ FULTON COUNTY (NY)



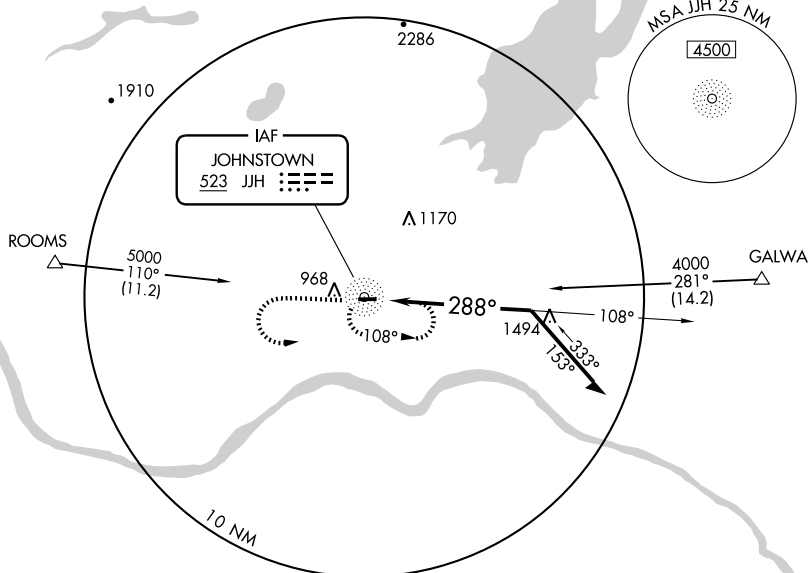
When VGSI inop, procedure NA at night.

Visibility reduction by helicopters NA.

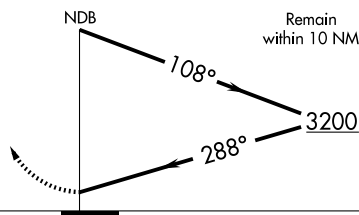
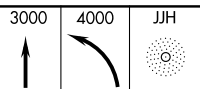


Use Schenectady altimeter setting; when not received, use Albany Intl altimeter setting and increase all MDA 40 feet.

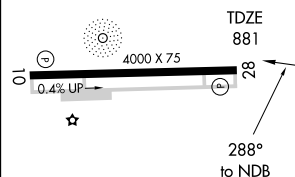
MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct JJH NDB and hold.

ALBANY APP CON
118.05UNICOM
122.7 (CTAF)

A 2420



ELEV 881



CATEGORY	A	B	C	D
S-28	2000-1¼ 1119 (1200-1¼)	2000-1½ 1119 (1200-1½)	NA	
CIRCLING	2000-1¼ 1119 (1200-1¼)	2000-1½ 1119 (1200-1½)	NA	

MIRL Rwy 10-28
REIL Rwy 10 and 28

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

JOHNSTOWN, NEW YORK

AL-6987 (FAA)

10266

WAAS CH 58219 W10A	APP CRS 104°	Rwy Idg TDZE 879 Apt Elev 881	4000
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RNAV (GPS) RWY 10

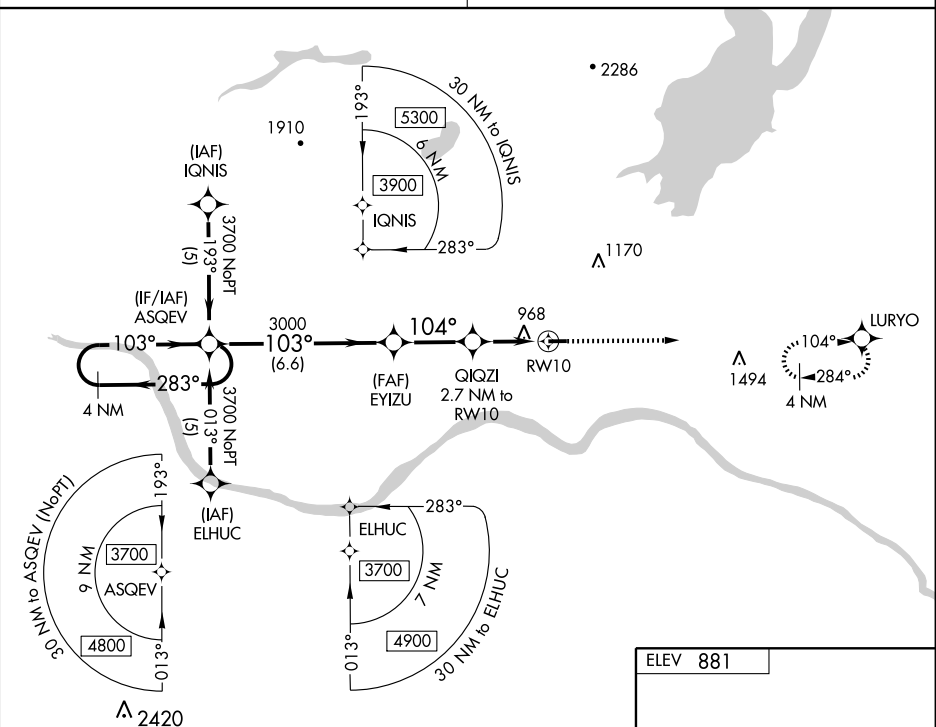
JOHNSTOWN/ FULTON COUNTY (NY)

When VGSI inop, procedure at night. Baro-VNAV NA. DME/DME RNP-0.3 NA.
 NA Visibility reduction by helicopters NA. Use Schenectady altimeter setting; when not received, use Albany Int altimeter setting and increase all DA/MDA 40 feet and LPV Cats A/B visibility ¼ mile.

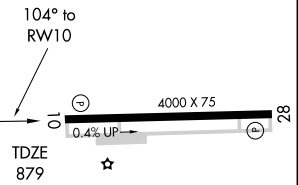
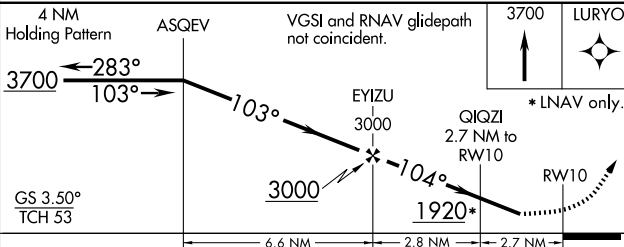
MISSED APPROACH: Climb to 3700 direct LURYO and hold.

ALBANY APP CON
118.05

UNICOM
122.7 (CTAF) 0



ELEV **881**



CATEGORY	A	B	C	D
LPV DA	1287-1¼	408 (500-1¼)	NA	NA
LNAV/ VNAV DA	1423-1¾	544 (600-1¾)	NA	NA
LNAV MDA	1440-1	561 (600-1)	NA	NA
CIRCLING	1440-1	559 (600-1)	NA	NA

MRL Rwy 10-28 **0**
REIL Rwy 10 and 28

JOHNSTOWN, NEW YORK

Orig 23SEP10

JOHNSTOWN/ FULTON COUNTY (NY)

43°00'N-74°20'W

RNAV (GPS) RWY 10

NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53619 W28A	APP CRS 284°	Rwy Idg TDZE Apt Elev	4000 881 881
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RNAV (GPS) RWY 28

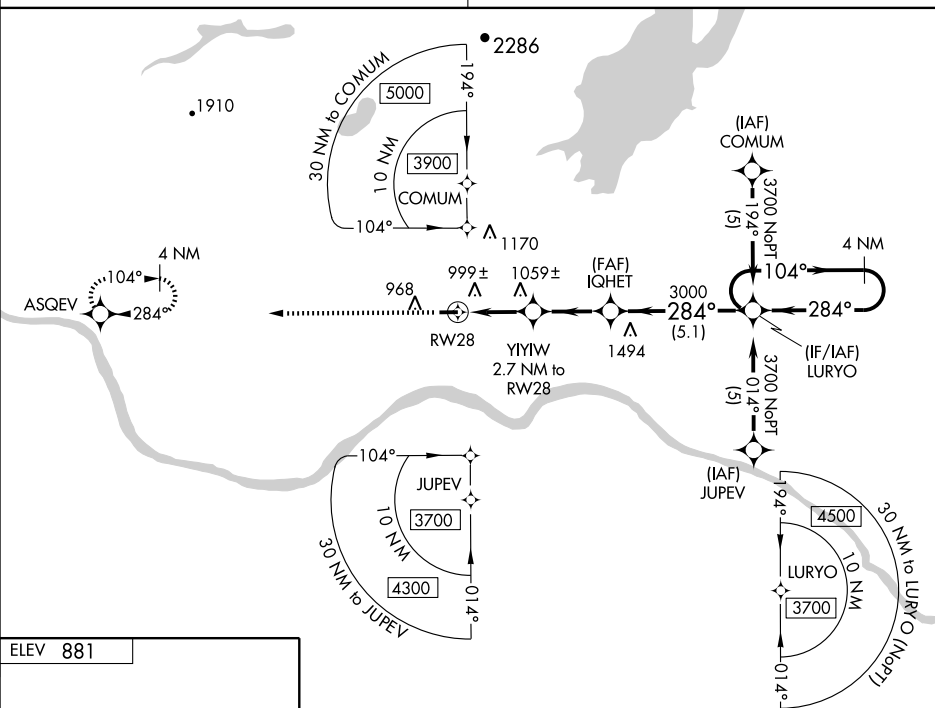
JOHNSTOWN/ FULTON COUNTY (NY)

▽ When VGSI inop, procedure NA at night. Baro-VNAV NA.
△ NA DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
 Use Schenectady altimeter setting; when not received, use Albany Intl altimeter setting and increase all DA/MDA 40 feet and LNAV/VNAV Cats A/B visibility ¼ mile.

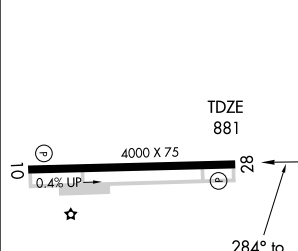
MISSED APPROACH: Climb to 4000 direct ASQEV and hold.

ALBANY APP CON
118.05

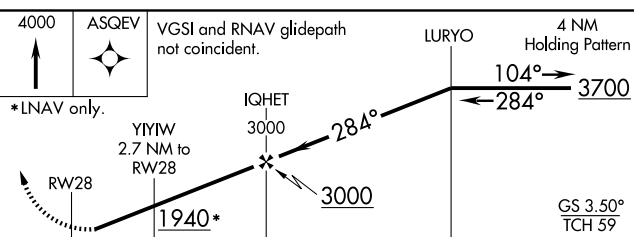
UNICOM
122.7 (CTAF)



ELEV 881



MIRL Rwy 10-28
REIL Rwy 10 and 28



CATEGORY	A	B	C	D
LPV DA	1289-1¼	408 (500-1¼)	NA	NA
LNAV/VNAV DA	1411-1½	530 (600-1½)	NA	NA
LNAV MDA	1480-1	599 (600-1)	NA	NA
CIRCLING	1480-1	599 (600-1)	NA	NA

KEENE

MARCY FLD (111) 2 S UTC-5(-4DT) N44°13.25' W73°47.48'

MONTREAL

985 NOTAM FILE BTW

Not insp.

RWY N-S: 2390X95 (TURF)

RWY N: Road.

RWY S: Trees.

AIRPORT REMARKS: Unattended. Closes late Oct reopens mid May.

COMMUNICATIONS: CTAF 122.9

KENNEDY N40°37.97' W73°46.28' NOTAM FILE JFK.

NEW YORK

(H) **VOR/DME** 115.9 JFK Chan 106 at John F. Kennedy Intl. 11/12W.

H-101, 12J, L-33B, 34H

VOR/DME unusable:

100°-299° byd 30 NM blo 2000'

060°-099° byd 25 NM blo 2500'

300°-059° byd 30 NM blo 2500'

RCO 122.1R 115.9T (NEW YORK RADIO)

KINGSTON N41°39.93' W73°49.33' NOTAM FILE ISP.

NEW YORK

(L) **VOR/DME** 117.6 IGN Chan 123 242° 3.6 NM to Dutchess Co. 580/12W. HIWAS.

H-101, 12J, L-33B, 34H

VOR unusable 045°-050° byd 35 NM blo 4300' 070°-140° byd 30 NM blo 3400'

RCO 122.1R 117.6T (NEW YORK RADIO)

KINGSTON-ULSTER (20N) 4 N UTC-5(-4DT) N41°59.11' W73°57.86'

NEW YORK

149 S4 **FUEL** 100LL TPA-1200(1051) NOTAM FILE ISP

L-33B, 34I

RWY 15-33: H3100X60 (ASPH) S-12.5 MRL 0.4% up NW

IAP

RWY 15: PAPI(P2L). Thld dsplcd 241'. Tree.

RWY 33: REIL. PAPI(P2L). Thld dsplcd 310'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 15: TORA-3100 TODA-3100 ASDA-3010 LDA-2775

RWY 33: TORA-3100 TODA-3100 ASDA-2939 LDA-2630

AIRPORT REMARKS: Attended Jun-Aug Mon-Thu 1400-2200Z, Jun-Aug

Fri 1400-0000Z, Jun-Aug Sat-Sun 1300-0000Z, Sep-May

1400-2200Z, except Thanksgiving, Christmas, and New Years.

PAEW adjacent twy/rwy. No runups at Rwy 15 thld. No line of sight

between Rwy 33 hold line and acft in final .25 mile of apch to Rwy

33. No flight training or transient 0300-1100Z. Ngt touch and go

ldg prohibited. Noise abatement procedures in effect call

845-336-8400. Avoid overflight of housing development adjacent

to N end of rwy. Preferred arrival Rwy 33, dep Rwy 15. **ACTIVATE**

PAPI Rwy 15 and Rwy 33-123.3. MRL Rwy 15-33, REIL Rwy 33

and twy lgts operate 123.3 dusk-dawn.

WEATHER DATA SOURCES: HIWAS 117.6 IGN.

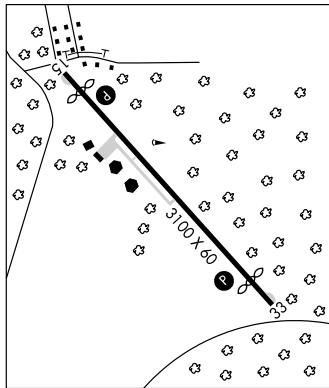
COMMUNICATIONS: CTAF/UNICOM 122.8

® **NEW YORK APP/DEP CON** 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93' W73°49.33' 354° 20.2 NM to fld. 580/12W.

HIWAS.



KLINE KILL (See GHENT)

KLUMP N43°00.01' W78°39.05' NOTAM FILE BUF.

NDB (LOM) 231 BU 234°5.1 NM to Buffalo Niagara Intl.

KNOX (See QUAKER STREET)

VOR/DME PWL 114.3 Chan 90	APP CRS 320°	Rwy Idg TDZE Apt Elev	N/A N/A 149
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VOR or GPS-A
KINGSTON-ULSTER (20N)

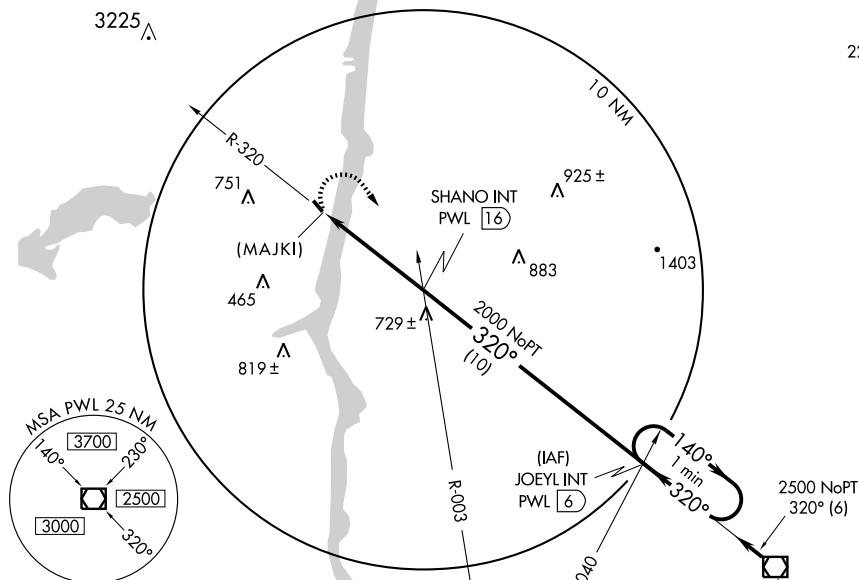
T Use Columbia County altimeter setting; if not received,
A NA use Newburgh/Stewart Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via PWL R-320 to JOEYL Int/PWL 6 DME and hold.

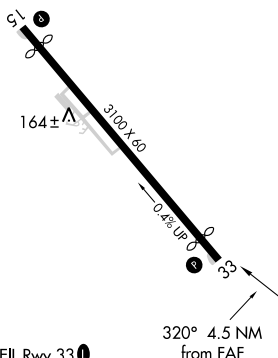
NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF)

123.3 L



ELEV	149
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REIL Rwy 33 **L**
MIRL Rwy 15-33 **L**

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

KINGSTON, NEW YORK

Amdt 1 10154

2000
A
KINGSTON
117.6 IGN Ξ :-
Chan 123

IAF
PAWLING
114.3 PWL :≡≡≡
Chan 90

2500
PWL R-320
114.3

JOEYL
INT

JOEYL INT
PWL 6

One Minute Holding Pattern

(MAJKI)
PWL 20.5

SHANO INT
PWL 16

$$\begin{array}{r} 140^\circ \rightarrow \\ - 320^\circ \\ \hline 2500 \end{array}$$

CATEGORY	DESCRIPTION	DATE	AMOUNT	REMARKS
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©

□

CIRCLING

1500-1¼

N

KINGSTON-ULSTER (20N)

VOR or GPS-A

KOBELT (See WALLKILL)

KRING N42°35.08' W74°59.18' NOTAM FILE UCA.
 NDB (LOM) 279 OZ 236° 5.0 NM to Oneonta Muni.

LA GUARDIA (See NEW YORK)

LAKE PLACID (LKP) 1 SE UTC-5(-4DT) N44°15.87' W73°57.71'

1747 S4 FUEL 100LL NOTAM FILE BTV

RWY 14-32: H4200X60 (ASPH) S-8 MIRL

RWY 14: PAPI(P2L)—GA 3.5° TCH 45'.

RWY 32: REIL. Thld dspcd 1250'.

AIRPORT REMARKS: Attended Mon-Fri 1200-2200Z, Sat-Sun 1400-2200Z. Extensive glider activity. Mountains on both approaches 1-5 miles from runway ends. ACTIVATE MIRL Rwy 14-32 PAPI Rwy 14 and twy lgts—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 120.35

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

BURLINGTON (L) VOR/DME 117.5 BTW Chan 122 N44°23.83' W73°10.95' 272° 34.5 NM to fld. 420/15W. HIWAS.

MONTREAL

L-32G

IAP

**LANCASTER**

BUFFALO-LANCASTER RGNL (BQR) 3 NE UTC-5(-4DT) N42°55.32' W78°36.72'

750 B S6 FUEL 100LL, JET A1 NOTAM FILE BUF

RWY 08-26: H3200X75 (ASPH) MIRL

RWY 08: REIL. PAPI(P2L). Berm.

RWY 26: REIL. PAPI(P2L).

AIRPORT REMARKS: For attendance call 716-683-9536. +28 ft railroad 215 ft S of rwy centerline parallel to Rwy 08-26. ACTIVATE MIRL Rwy 08-26, REIL Rwy 08 and 26 and PAPI Rwy 08 and 26—CTAF.

COMMUNICATIONS: CTAF/AUNICOM 123.05

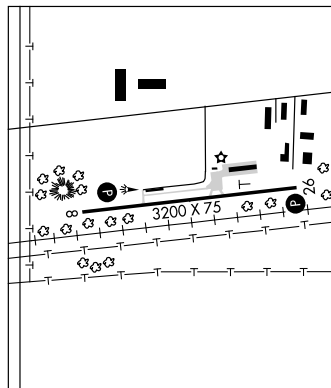
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF

BUFFALO (H) VOR/DME 116.4 BUF Chan 111 N42°55.74' W78°38.78' 113° 1.6 NM to fld. 730/08W.

COMM/NAV/WEATHER REMARKS: Automated UNICOM, 617-262-3825. CInc del thru Flight Services 1-888-766-8267.

DETROIT

L-31E



LEDGEDALE AIRPARK (See BROCKPORT)

APP CRS 306°	Rwy Idg TDZE Apt Elev	N/A N/A 1747
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RNAV (GPS) -A

LAKE PLACID (LKP)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Use Saranac Lake altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climb to 5000
direct PUGRE WP and hold.

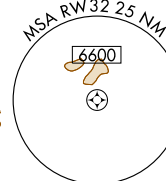
SARANAC LAKE
ASOS
124.175

BOSTON CENTER
120.35 342.25

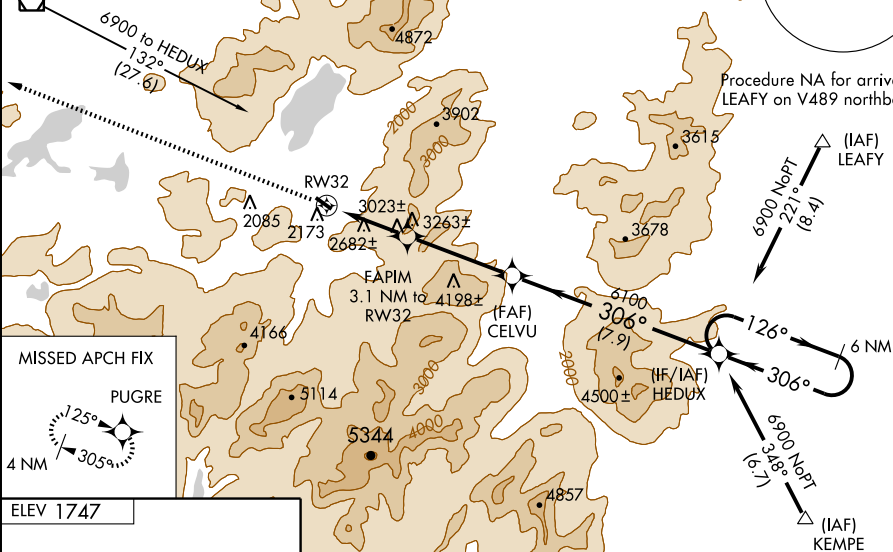
UNICOM
122.8 (CTAF) 0

Procedure NA for arrival at SLK VOR/DME
on V496 westbound, V203 northbound.

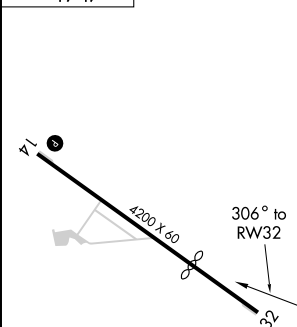
SARANAC LAKE
SLK



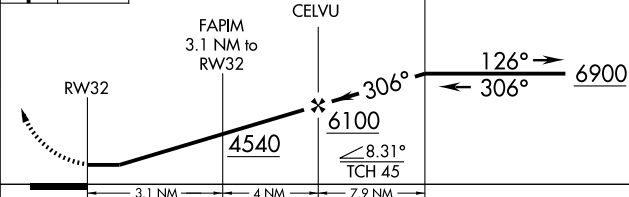
Procedure NA for arrival at
LEAFY on V489 northbound.



ELEV 1747



5000 PUGRE



CATEGORY	A	B	C	D
CIRCLING	3300-1¼ 1553 (1600-1¼)	3300-1½ 1553 (1600-1½)	NA	

REIL Rwy 14 and 32
MIRL Rwy 14-32 0

APP CRS 125°	Rwy Idg TDZE 1746	4200
	Apt Elev 1747	

RNAV (GPS) RWY 14

LAKE PLACID (LKP)

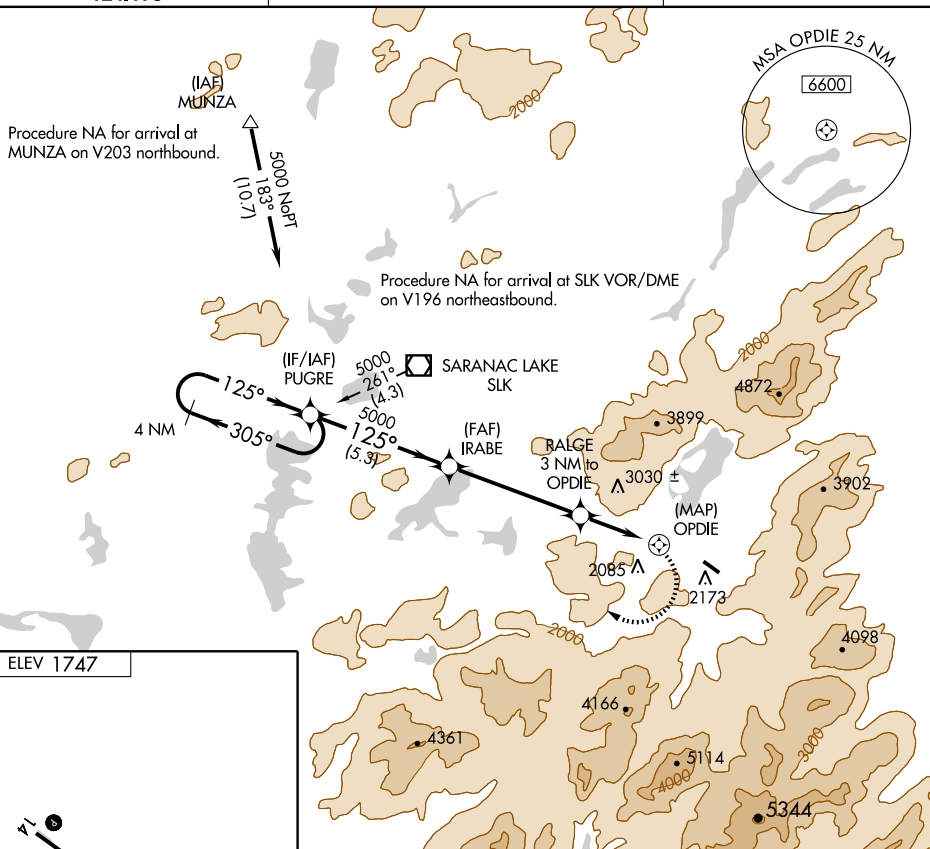
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Use Saranac Lake altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climbing right turn
to 5000 direct PUGRE WP and hold.

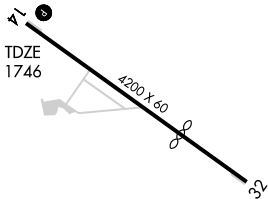
SARANAC LAKE
ASOS
124.175

BOSTON CENTER
120.35 342.25

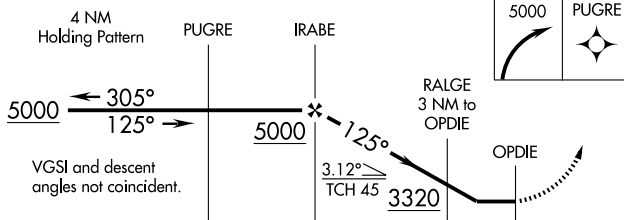
UNICOM
122.8 (CTAF) 0



ELEV 1747



REIL Rwy 14 and 32
MIRL Rwy 14-32 0



CATEGORY	A	B	C	D
LNAV MDA	3140-2	1394 (1400-2)	NA	NA
CIRCLING	3140-2	1393 (1400-2)	NA	NA

LAKE PLACID, NEW YORK
Orig 09015

44°16'N - 73°58'W

LAKE PLACID (LKP)
RNAV (GPS) RWY 14

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME GEE 108.2 Chan 19	APP CRS 323°	Rwy Idg TDZE Apt Elev	N/A N/A 785
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VOR or GPS-A
LE ROY (5G0)

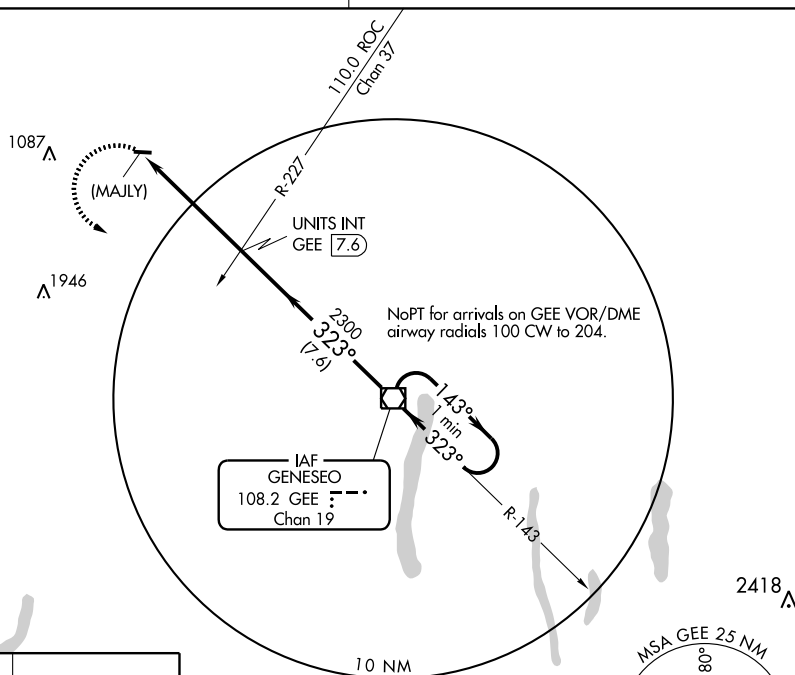
T
A NA

Use Rochester altimeter setting; when not available, procedure not authorized.

MISSED APPROACH: Climbing left turn to 4000 direct GEE VOR/DME and hold.

ROCHESTER APP CON
123.7 323.3

UNICOM
122.8 (CTAF) **L**



ELEV 785



MIRL Rwy 10-28 **L**
REIL Rwy 10 and 2

323° 5 NM

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

The diagram illustrates a VOR/DME holding pattern. It features a central point labeled "VOR/DME". A solid line representing the inbound leg extends from the right towards the center, labeled "323°" and "7.6 NM". At the end of this leg is a crosshair symbol. From this point, another solid line representing the outbound leg extends upwards and to the left, labeled "5 NM" and "143°". A dashed line connects the crosshair to the "VOR/DME" label, labeled "UNITS INT GEE 7.6". To the left of the outbound leg, there is a curved arrow indicating a turn, labeled "(MAJLY) GEE 12.6". Below the diagram is a table with four columns labeled A, B, C, and D.

CATEGORY	A	B	C	D
CIRCLING	1400-1 615 (700-1)		NA	

LE ROY, NEW YORK
Orig-A 10210

LE ROY (5GØ)

42°59'N - 77°56'W

VOR or GPS-A

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

LE ROY (5G0) 2 E UTC-5(-4DT) N42°58.88' W77°56.12'

780 B S2 FUEL 100LL NOTAM FILE BUF

RWY 10-28: H3855X60 (ASPH) S-12.5 MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.0°. Fence.

RWY 28: REIL. PAPI(P2L)—GA 3.0°.

AIRPORT REMARKS: Attended 1500-2100Z†, except State and Federal legal holidays. Deer on and in/ovf arpt. Rwy 28 has +11' fence 280' from rwy. Rwy 10 has +11' fence, 96' left, 326' from rwy. REIL Rwy 10 OTS indef.

ACTIVATE MIRL Rwy 10-28, PAPI Rwy 10 and Rwy 28 and REIL Rwy 10 and Rwy 28—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ROCHESTER APP/DEP CON 123.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GENESED (L) VOR/DME 108.2 GEE Chan 19 N42°50.06' W77°43.97' 324° 12.5 NM to fld. 990/09W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

DETROIT

L-31E, 32F

IAP

LEXINGTON-PRATTSVILLE

MABEN (N00) 2 NW UTC-5(-4DT) N42°16.34' W74°23.64'

1800 B TPA-2600(800) NOTAM FILE BTV

RWY 03-21: 4000X50 (TURF-GRVL) LIRL (NSTD)

RWY 03: Tree.

RWY 21: Tree.

AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Extensive glider activity. Mowed width varies 35 to 50'. Rwy 03-21 turf in some areas, grvl in other areas. Rwy 03-21 NSTD LIRL; rwy lgts portable with blinkers and reflectors. For rwy lgts and rotating bcn call 518-299-3664/3112. Rwy ends marked with white crosses day of inspection, with hay wagon parked on rwy thld and arpt unattended.

COMMUNICATIONS: CTAF 122.8

NEW YORK

LIGHTNING TREE FARM (See MILLBROOK)

LIVINGSTON

GREEN ACRES (1A1) 2 NE UTC-5(-4DT) N42°08.97' W73°45.03'

297 S2 NOTAM FILE BTV

RWY 03-21: 2275X75 (TURF)

RWY 03: Tree.

RWY 21: Tree.

AIRPORT REMARKS: Attended daylight hours.

COMMUNICATIONS: CTAF 122.9

NEW YORK

LOCKPORT

NORTH BUFFALO SUBURBAN (0G0) 3 S UTC-5(-4DT) N43°06.19' W78°42.20'

588 B FUEL 100LL TPA-1401(813) NOTAM FILE BUF

RWY 10-28: H2830X50 (ASPH) S-6 MIRL

RWY 10: Trees.

RWY 28: TRCV(TRIL)—GA 3.0°. Thld dsplcd 355'. P-line.

AIRPORT REMARKS: Attended 1330-0300Z†. Rwy safety area 575' by 60' west end. ACTIVATE MIRL Rwy 10-28—123.0. MIRL opr low ints only.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ BUFFALO APP/DEP CON 126.5

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BUFFALO (H) VOR/DME 116.4 BUF Chan 111 N42°55.74'

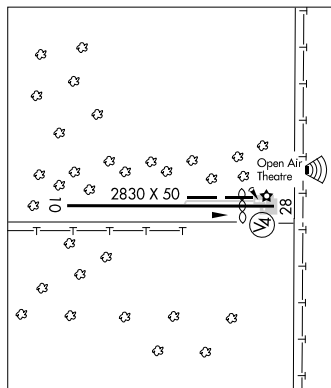
W78°38.78' 355° 10.7 NM to fld. 730/08W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

DETROIT

L-31E

IAP



LOKKS N40°43.74' W73°11.41' NOTAM FILE ISP.

NDB (LOM) 366 IS 060° 5.7 NM to Long Island Mac Arthur. Unmonitored.

LONG ISLAND MAC ARTHUR (See ISLIP)

APP CRS **282°**
 Rwy Idg **2475**
 TDZE **588**
 Apt Elev **588**

RNAV (GPS) RWY 28

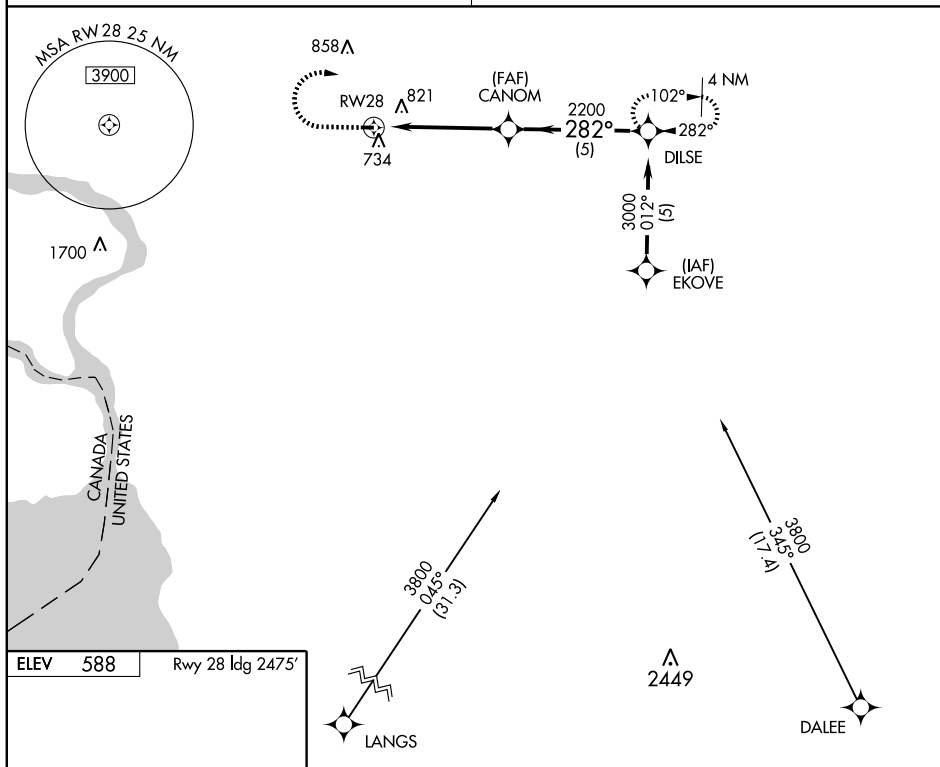
LOCKPORT / NORTH BUFFALO SUBURBAN (ØGØ)

▽ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA
▲ NA Use Buffalo Niagara Intl altimeter setting.
 Procedure not authorized at night.

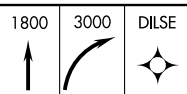
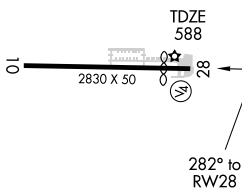
MISSED APPROACH: Climb to 1800, then climbing
 right turn to 3000 direct DILSE WP and hold.

BUFFALO APP CON
126.5 317.6

UNICOM
123.0 (CTAF) Ø



ELEV **588** Rwy 28 Idg 2475'



	1800	3000	DILSE	
	↑	↷	✧	
CATEGORY	A	B	C	D
LNAV MDA	1120-1	532 (600-1)	NA	
CIRCLING	1180-1	592 (600-1)	NA	

MIRL Rwy 10-28 Ø

LONG LAKE

LONG LAKE/HELMS SPB (NY9) 0 N UTC-5(-4DT) N43°58.50' W74°25.23'

NEW YORK

1629 S2 FUEL 100LL NOTAM FILE BUF

WATERWAY NE-SW: 15000X1500 (WATER)

SEAPLANE REMARKS: Attended Apr-Nov 1300Z±-dusk. Bridge across lake (Route 30) 500' NW of base. Do not taxi under bridge at high water levels; possible at low water level; stay to west (high) side of bridge. Water levels may vary +/- 10'. P-line at base and building across from base; +50' p-lines along road and bridge (Route 30). One rwy north of bridge and the other rwy south of bridge.

COMMUNICATIONS: CTAF/UNICOM 122.8

LONG LAKE: SAGAMORE SPB AND MARINA (KØ3) 1N UTC-5(-4DT)

NEW YORK

N43°58.14' W74°25.73'

1629 NOTAM FILE BUF

WATERWAY ALL WAY: 15000X2000 (WATER)

SEAPLANE REMARKS: Attended April-Nov dawn-dusk. Major rwy orientation is NE-SW. Do not taxi under bridge at high water levels; possible at low water levels. Stay to west (high) side of bridge. Water levels vary +/- 10'. Access to Sagamore Base from land side via Sagamore Road off of Rt 30 north of US Post Office on east side. One rwy north of bridge; another rwy south of bridge. Bridge across lake (Route 30) and building across road. +50' p-lines along road and bridge (Route 30). Sagamore Base located ¼ mile south of bridge on east shore. SPB located 60 NM east of Carthage, NY.

COMMUNICATIONS: CTAF/UNICOM 122.8

LT. WARREN EATON (See NORWICH)

LUFKER (See EAST MORICHES)

LUTHER (See CHITTENANGO)

MABEN (See LEXINGTON-PRATTSVILLE)

MALONE-DUFORT (MAL) 2 W UTC-5(-4DT) N44°51.22' W74°19.74'

MONTREAL

790 B TPA-1590(800) NOTAM FILE BTW

L-326

RWY 05-23: H4000X100 (ASPH) MIRL 0.4% up SW

IAP

RWY 05: REIL. Pole. RWY 23: REIL. Trees.

RWY 14-32: H3245X75 (ASPH) MIRL 0.9% up SE

RWY 32: Tree.

AIRPORT REMARKS: Attended Apr-Nov, Sat-Sun and Holidays, other times call 518-483-2431. Rwy 14-32 has snow removal but visual inspection and NOTAM check must be done as town roads are plowed before arpt. Haying activity and equipment present Jun-Sept. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 05-23, Rwy 14-33, and twy lgtS-CTAF. Rwy 05 REIL out of svc indefinitely.

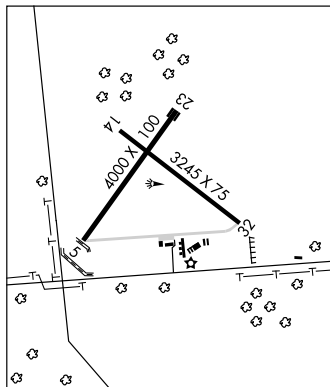
COMMUNICATIONS: CTAF/UNICOM 122.8

® BOSTON CENTER APP/DEP CON 135.25

RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.

MASSENA (H) VORTACW 114.1 MSS Chan 88 N44°54.87'

W74°43.36' 116° 17.2 NM to fld. 200/14W. HIWAS.



MARCY FLD (See KEENE)

APP CRS **052°**
 Rwy Idg **4000**
 TDZE **770**
 Apt Elev **790**

GPS RWY 5

MALONE-DUFORT (MAL)

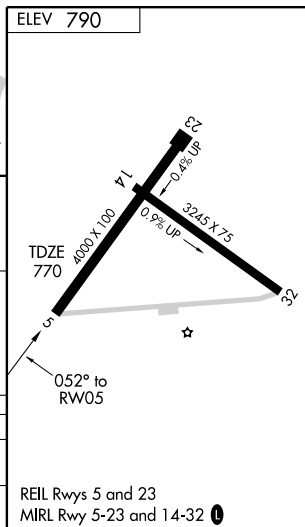
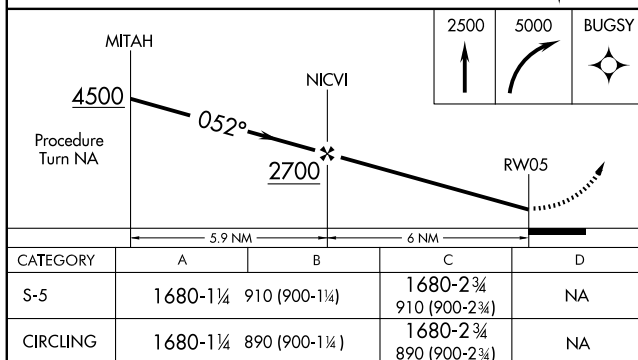
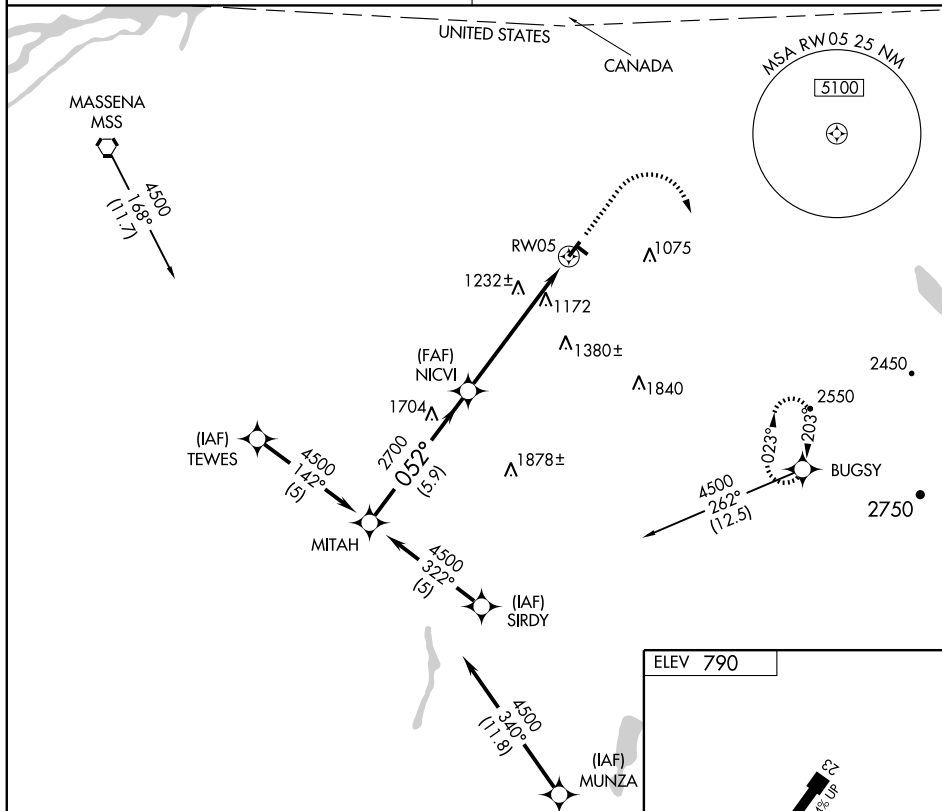


Use Massena Intl-Richards Field altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 direct BUGSY WP and hold.

BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF) 0



APP CRS	Rwy Idg	4000
232°	TDZE	769
	Apt Elev	790

GPS RWY 23

MALONE-DUFORT (MAL)



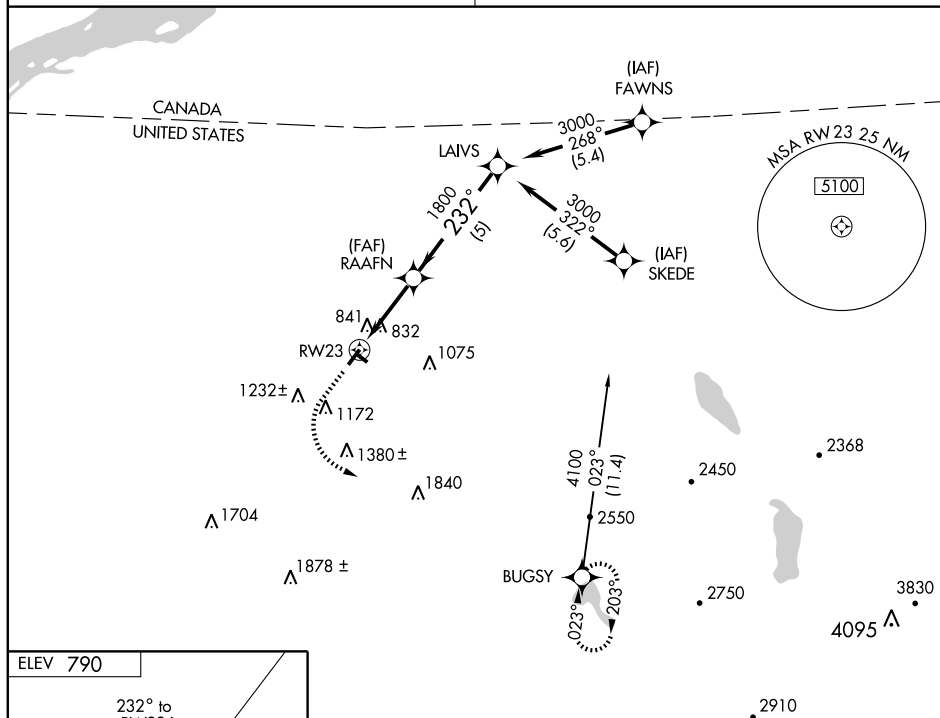
NA

Use Massena Intl-Richards Field altimeter setting.

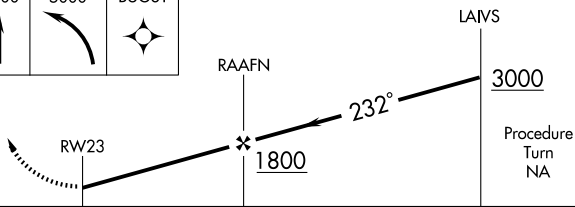
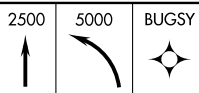
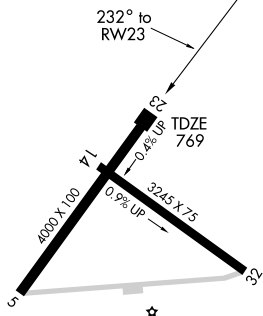
MISSED APPROACH: Climb to 2500 then climbing left turn to 5000 direct BUGSY WP and hold.

BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF) 0



ELEV 790



CATEGORY	A	B	C	D
S-23	1280-1	511 (500-1)	1280-1½ 511 (500-1½)	NA
CIRCLING	1500-1 710 (800-1)	1520-1 730 (800-1)	1520-2 730 (800-2)	NA

MASSENA INTL—RICHARDS FLD (MSS) 2 E UTC-5(-4DT) N44°56.15' W74°50.73'**MONTREAL**

215 B S1 FUEL 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE MSS

H-11C, 12K, L-32G

RWY 05-23: H5600X100 (ASPH-GRVD) S-30, D-50, 2D-76 PCN 20 F/C/X/T HIRL 0.3% up NE

IAP

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 59'. Tree.

RWY 09-27: H4000X100 (ASPH-GRVD) S-30, D-50, 2D-76 MIRL

RWY 09: Trees.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-5600 TODA-5600 ASDA-5600 LDA-5600

RWY 09: TORA-4000 TODA-4000 ASDA-4000 LDA-4000

RWY 23: TORA-5600 TODA-5600 ASDA-5600 LDA-5600

RWY 27: TORA-4000 TODA-4000 ASDA-4000 LDA-4000

AIRPORT REMARKS: Attended Mon 1230-2100Z, Tues-Fri

1230-2200Z, Sat 1330-2200Z. Unattended holidays. Birds and deer on and in vicinity of airport particularly during poor weather periods. 421 ft lgt/d marked twr 6000 ft S of aprt. Rwy conditions reported during normal hours of ops. PPR 24 hours for air carrier ops with more than 30 passenger seats; call aprt manager 315-769-7605. Rwy 05 and Rwy 09-27 first 50' not grvd. Overnight acft parking avbl at terminal apron. After

attendance hrs vehicle and pedestrian access to FBO apron and hangar only avbl with key card for automatic gate. ACTIVATE HIRL Rwy 05-23, MIRL Rwy 09-27, PAPI Rwy 23, Rwy 05 and Rwy 27, REIL Rwy 05 and Rwy 27 and twy lgtS—CTAF. Rwy 05-23 and 09-27 first 50 ft not grvd. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS 128.075 (315) 764-0481. HIWAS 114.1 MSS.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.2 (BURLINGTON RADIO)

Ⓡ BOSTON CENTER APP/DEP CON 135.25

RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.

(H) VORTACW 114.1 MSS Chan 88 N44°54.87' W74°43.36' 298° 5.4 NM to fld. 200/14W. HIWAS.

VOR portion unusable:

056°-066° blo 14000'

067°-260°

261°-271° blo 18000'

261°-271° byd 38 NM

272°-055°

MISSE NDB (LOM) 278 MS N44°51.25' W74°54.95' 045° 5.8 NM to fld. Unmonitored.

ILS 108.7 I-MSS Rwy 05 Class IT. LOM MISSE NDB. ILS unmonitored.

**MATTITUCK** (21N) 1 SE UTC-5(-4DT) N40°59.26' W72°31.14'**NEW YORK**

30 S6 FUEL 100LL NOTAM FILE ISP

COPTER

RWY 01-19: H2200X60 (ASPH)

RWY 01: Trees. RWY 19: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2130Z. All training operations, take-off and landing practice and night operations are prohibited. Deer on and in vicinity of aprt. Rwy 01-19 sprayed asph and pebble mixture and asph. Rwy 19 extensive pavement rutting at centerline 240'-350' from thld. Segmented circle has no tfc pattern indicator.

COMMUNICATIONS: CTAF 122.9**MAYVILLE****DART** (D79) 2 E UTC-5(-4DT) N42°16.09' W79°28.90'**DETROIT**

1330 TPA-2130(800) NOTAM FILE BUF

RWY 13-31: 2750X60 (TURF)

RWY 13: P-line. RWY 31: P-lines.

RWY 06-24: 1840X60 (TURF)

RWY 06: Tree. RWY 24: P-lines.

AIRPORT REMARKS: Attended daylight hours. Extensive glider ops on and in vicinity of aprt. Ultralight activity on and in vicinity of aprt.

COMMUNICATIONS: CTAF 122.9**COMM/NAV/WEATHER REMARKS:** Cinc del thru Flight Services 1-888-766-8267.

LOC I-MSS 108.7	APP CRS 045°	Rwy Idg TDZE Apt Elev	5600 205 222
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ILS or LOC RWY 5

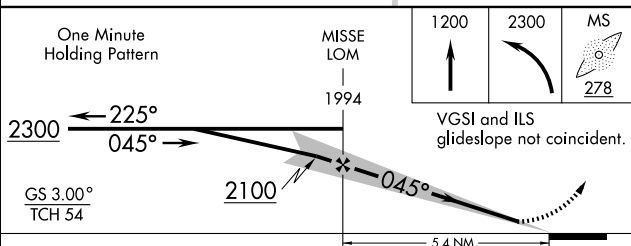
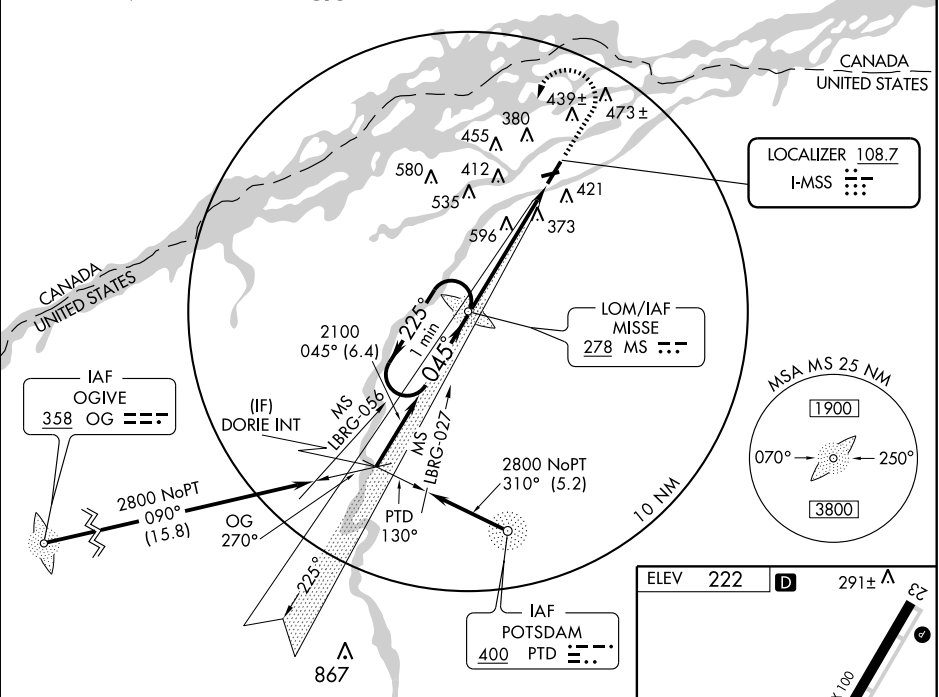
MASSENA INTL-RICHARDS FIELD (MSS)

⚠ Circling to Rwy 9-27 NA at night. When VGSI Inop, Circling Rwy 23 NA at night. Visibility reduction by helicopters NA. ADF required. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all DA 481 feet and all MDA 500 feet; increase S-ILS all Cats visibility $1\frac{3}{4}$ miles and S-LOC Cat A visibility $\frac{1}{4}$ mile, Cat B $\frac{1}{2}$ mile, Cat C $1\frac{1}{2}$ miles and Cat D $1\frac{1}{4}$ miles; increase Circling Cat A visibility $\frac{1}{4}$ mile, Cat B $\frac{1}{2}$ mile, Cat C $1\frac{1}{2}$ miles and Cat D $\frac{3}{4}$ mile.

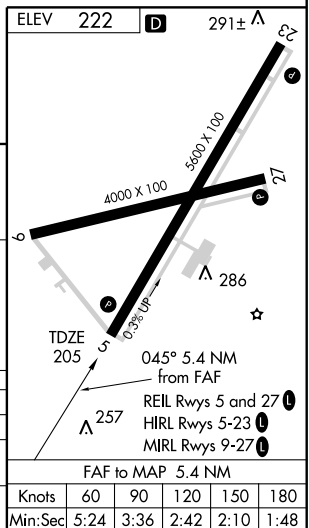
MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 direct MISSE LOM and hold.

ASOS 128.075	BOSTON CENTER 135.25 377.1	UNICOM 123.0 (CTAF) 0
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ADF AND RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 5		455- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
S-LOC 5	800-1	595 (600-1)	800-1 $\frac{1}{2}$ 595 (600-1 $\frac{1}{2}$)	800-1 $\frac{3}{4}$ 595 (600-1 $\frac{3}{4}$)
CIRCLING	800-1	578 (600-1)	800-1 $\frac{1}{2}$ 578 (600-1 $\frac{1}{2}$)	900-2 $\frac{1}{4}$ 678 (700-2 $\frac{1}{4}$)



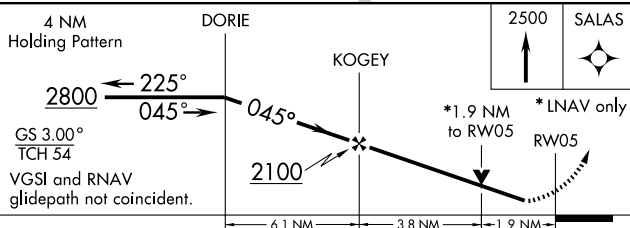
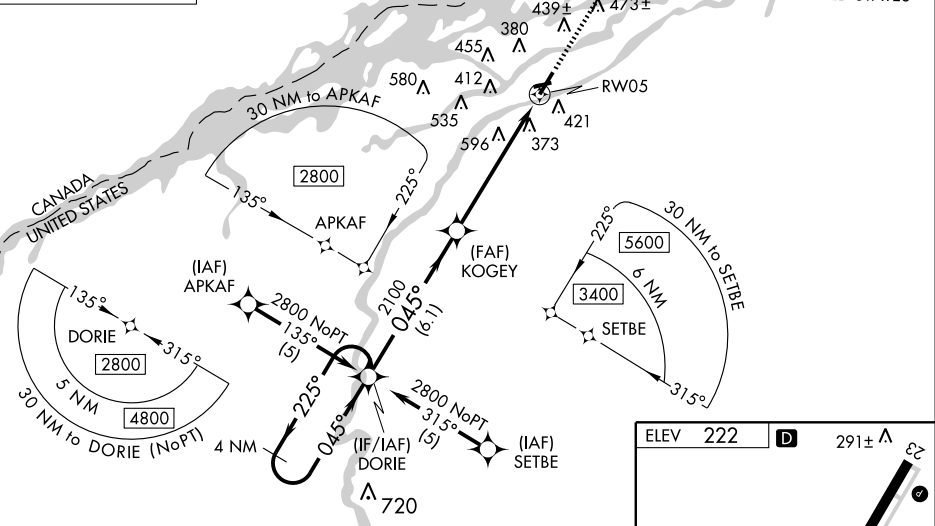
WAAS CH 70303 W05A	APP CRS 045°	Rwy Idg TDZE Apt Elev	5600 205 222
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RNAV (GPS) RWY 5 MASSENA INTL-RICHARDS FIELD (MSS)

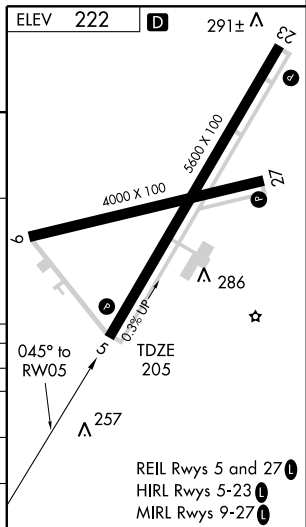
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Saranac Lake altimeter setting. Circling to Rwy 9-27 NA at night. When VGSI inop, Circling Rwy 23 NA at night. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all DA 481 feet and all MDA 500 feet; increase LPV all Cats visibility 1 ¼ miles, LNAV/VNAV all Cats visibility 2 ¼ miles, LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1 ¼ miles and Cat D 1 mile, and increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1 ¼ miles and Cat D ¾ mile.

MISSED APPROACH:
Climb to 2500 direct
SALAS and hold.

ASOS 128.075	BOSTON CENTER 135.25 377.1	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	495-1 290 (300-1)			
LNAV/VNAV DA	968-2 ¾ 763 (800-2 ¾)			
LNAV MDA	860-1 655 (700-1)	860-1 ¾ 655 (700-1 ¾)	860-2 655 (700-2)	
CIRCLING	860-1 638 (700-1)	860-1 ¾ 638 (700-1 ¾)	900-2 ¼ 678 (700-2 ¼)	



APP CRS	Rwy Idg	4000
075°	TDZE	205
	Apt Elev	222

RNAV (GPS) RWY 9

MASSENA INTL-RICHARDS FIELD (MSS)

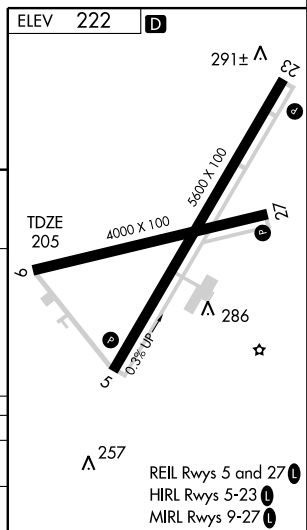
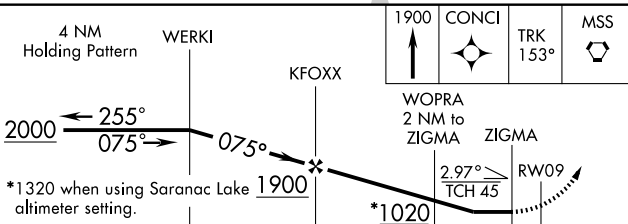
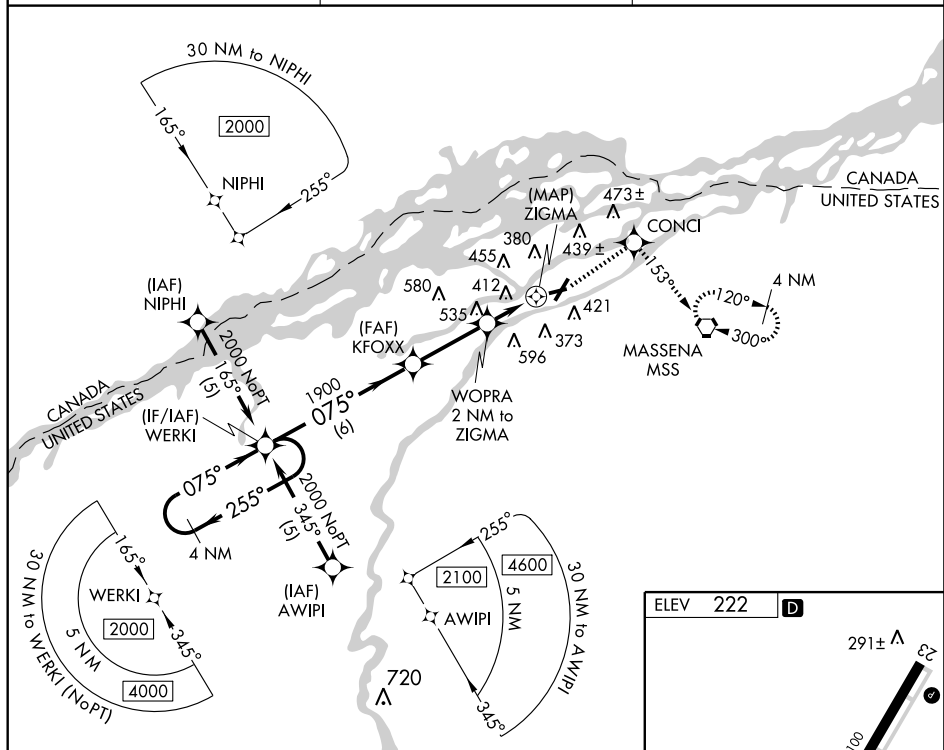
▼ Circling to Rwy 27 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet, increase LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1 ¼ miles, Cat D 1 ½ miles, Circling Cat A ¼ mile, Cat B ½ mile, Cat C 1 ½ miles, and Cat D ¾ mile. Straight-in/Circling Rwy 9 NA at night. When VGSI Inop, Circling to Rwy 23 NA at night. Straight-in minima NA when using Saranac Lake altimeter setting.

MISSED APPROACH:
Climb to 1900 direct CONCI and via track 153° to MSS VORTAC and hold.

ASOS
128.075

BOSTON CENTER
135.25 377.1

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	680-1	475 (500-1)	680-1 ¼ 475 (500-1 ¼)	680-1 ½ 475 (500-1 ½)
CIRCLING	740-1	518 (600-1)	800-1 ½ 578 (600-1 ½)	900-2 ¼ 678 (700-2 ¼)

APP CRS	Rwy Idg	5600
225°	TDZE	222
	Apt Elev	222

RNAV (GPS) RWY 23

MASSENA INTL-RICHARDS FIELD (MSS)

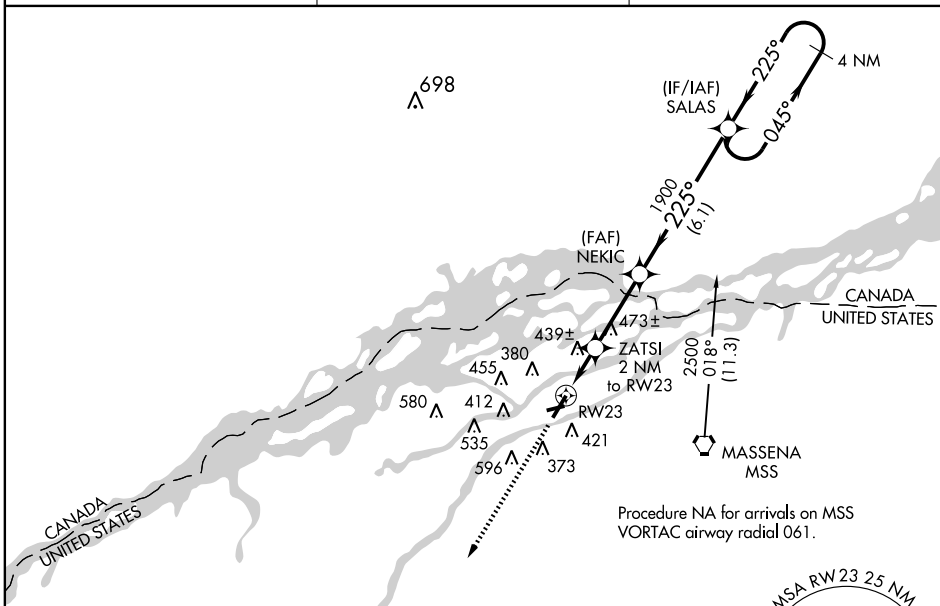
T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 9-27 NA at night. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet; increase Circling Cat A visibility $\frac{1}{4}$ mile, Cat B $\frac{1}{2}$ mile, Cat C $1\frac{1}{2}$ miles and Cat D $\frac{3}{4}$ mile. Straight-in minima NA when using Saranac Lake altimeter setting. When VGSI inop, Straight-in/Circling Rwy 23 NA at night.

MISSED APPROACH:
Climb to 2800 direct
DORIE and hold.

ASOS
128.075

BOSTON CENTER
135.25 377.1

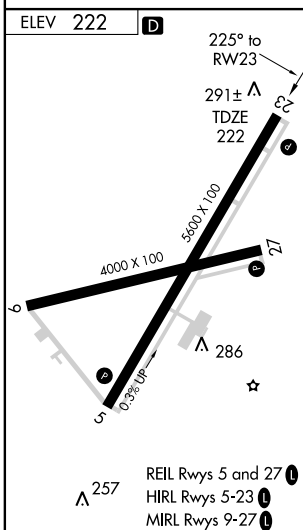
UNICOM
123.0 (CTAF) **L**





Procedure NA for arrivals on MSS
VORTAC airway radial 061.

MSA RW23 25 NM

3800



225% DORIS

2800	DORIE
	

ZATSI 2 NM to RW23

RW23

2 NM

3.1 NM

4.1 NM

1900

225°

225°

3.05°

900*

TCH 43

*1400 when using Saranac Lake altimeter setting.

*1400 when using
Saranac Lake
altimeter setting.

CATEGORY	A	B	C	D
LNAV MDA	740-1 518 (600-1)		740-1½ 518 (600-½)	740-1¾ 518 (600-¾)
CIRCLING	740-1 518 (600-1)		800-1½ 578 (600-½)	900-2½ 678 (700-¼)

MASSENA, NEW YORK

Amdt 1 11FEB10

MASSENA INTL-RICHARDS FIELD (MSS)

RNAV (GPS) RWY 23

44°56'N - 74°51'W

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

APP CRS **270°**
Rwy Idg **4000**
TDZE **205**
Apt Elev **222**

RNAV (GPS) RWY 27

MASSENA INTL-RICHARDS FIELD (MSS)

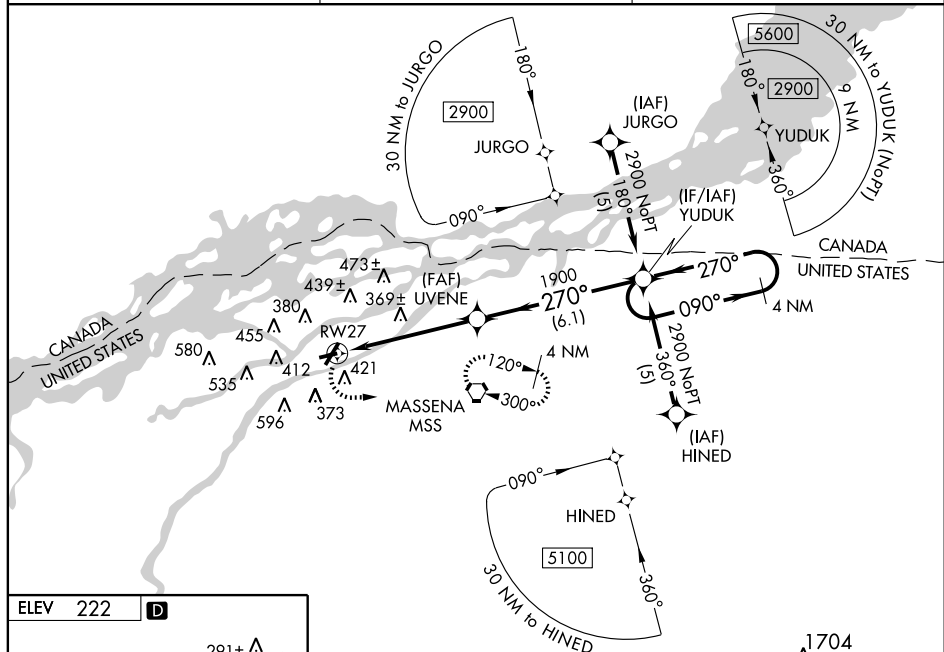
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet; increase LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C ¾ mile, and Cat D 1 ½ mile, increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C visibility 1 ½ mile, and Cat D ¾ mile. Circling to Rwy 9 NA at night. When VGSI inop, Circling to Rwy 23 NA at night. When VGSI inop, Straight-in/Circling Rwy 27 NA at night.

MISSED APPROACH:
Climbing left turn to 1900 direct MSS VORTAC and hold.

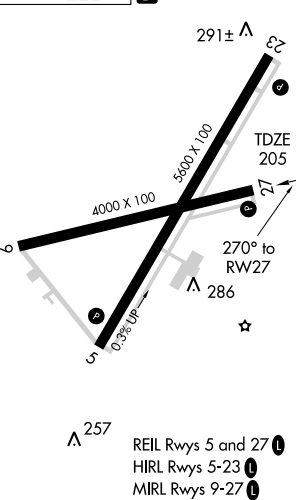
ASOS
128.075

BOSTON CENTER
135.25 377.1

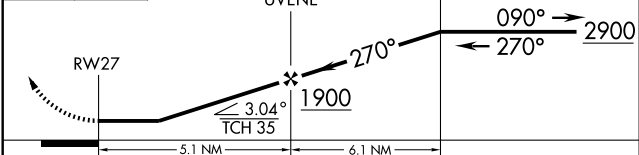
UNICOM
123.0 (CTAF) 0



ELEV 222 **D**



1900 MSS



CATEGORY	A	B	C	D
LNAV MDA	680-1	475 (500-1)	680-1 ¼ 475 (500-1 ¼)	680-1 ½ 475 (500-1 ½)
CIRCLING	740-1	518 (600-1)	800-1 ½ 578 (600-1 ½)	900-2 ¼ 678 (700-2 ¼)

MECHANICVILLE

BURRELLO-MECHANICVILLE (K27) 1 SE UTC-5(-4DT) N42°53.59' W73°40.11'

NEW YORK

L-33B, 34I

195 NOTAM FILE BTV

RWY 14-32: 2600X21 (ASPH-GRVL)

RWY 14: Tree. RWY 32: Tree.

AIRPORT REMARKS: Unattended. Ultraigt on and invof arpt. Rwy 32 first 500' excessive grass in cracks. Rwy 14-32 southeast 1800' asph, northwest 800' alternating gravel, turf and gravel. First 800' Rwy 14 grvl. 40' dropoff 16' from SE edge Rwy 32.

COMMUNICATIONS: CTAF 122.9

MIDDLESEX VALLEY (4N2) 1 NW UTC-5(-4DT) N42°42.57' W77°16.53'

DETROIT

735 S2 NOTAM FILE BUF

Not insp.

RWY 03-21: 2130X175 (TURF)

RWY 03: Tree. RWY 21: Tree.

AIRPORT REMARKS: Attended SR-SS. Rwy 03-21 marked with barrels at rwy ends. Rwy 03-21 +4' fence located along east rwy edge. Rwy 03-21 not plowed in winter.

COMMUNICATIONS: CTAF/UNICOM 122.7**COMM/NAV/WEATHER REMARKS:** Cinc del thru Buffalo Flight Services 1-888-766-8267.

MIDDLETOWN

RANDALL (Ø6N) 2 SE UTC-5(-4DT) N41°25.91' W74°23.49'

NEW YORK

L-33A, 34H

IAP

523 FUEL 100LL NOTAM FILE ISP

RWY 08-26: H2811X60 (ASPH) S-25 MIRL 0.6% up E

RWY 08: PAPI(P2L). Thld dsplcd 563'. Road.

RWY 26: PAPI(P2L). Ground.

AIRPORT REMARKS: Unattended. Call manager. Fuel avbl for based acft owners with special key. Heavy glider and hang glider activity on weekends and holidays. Ultraigt in and around vicinity of arpt. Cranes 300' AGL 1 NM east AER 26. 200' safety area Rwy end 26. For MIRL and PAPI Rwy 08-26 call 845-343-5965. Thld lgts rgt of dspld thld covered when lgts are not on. Call arpt manager for rwy lgts at 845-343-5965. Rwy 08-26 surface treatment: single wheel strength is 12.5.

COMMUNICATIONS: CTAF/UNICOM 122.8

HUGUENOT RCO 122.1R 116.1T (NEW YORK RADIO).

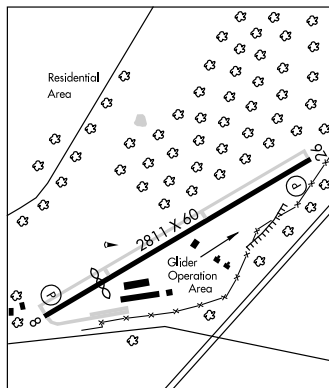
Ⓡ NEW YORK APP/DEP CON 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41°24.58'

W74°35.50' 093° 9.1 NM to fld. 1300/11W.

OTIMS NDB (LOM) 353 MG N41°26.71' W74°17.47' 274° 4.6 NM to fld. NOTAM FILE MGJ.



LOM MG
353

APP CRS
275°

Rwy Idg	2811
TDZE	523
Apt Elev	523

NDB RWY 26

MIDDLETOWN/ RANDALL (06N)



A NA

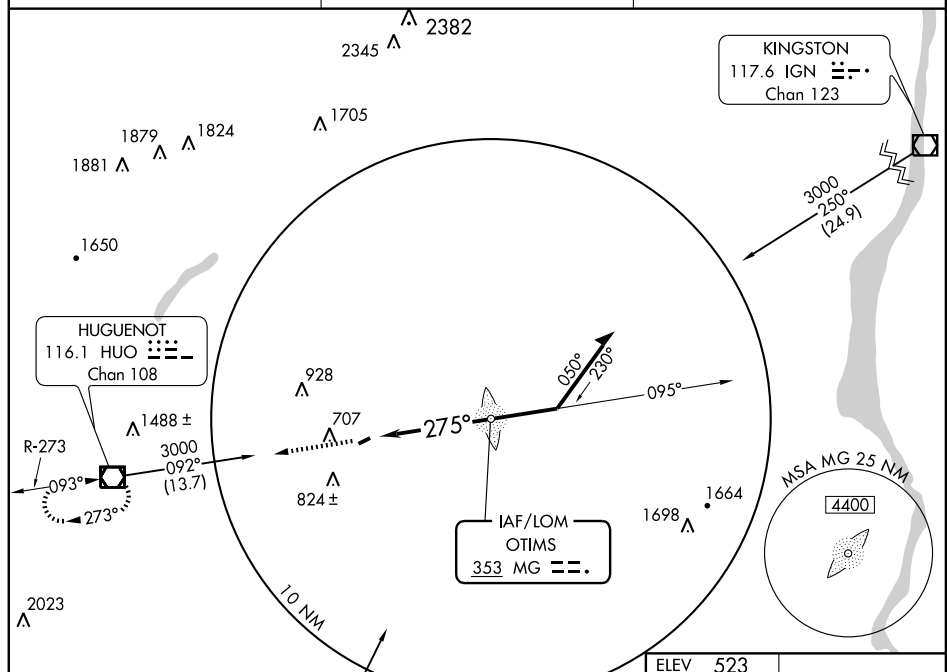
Procedure NA at night.
Use Orange County altimeter setting.

MISSED APPROACH: Climb to 3500
direct HWO VOR/DME and hold.

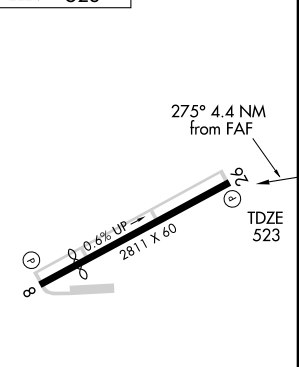
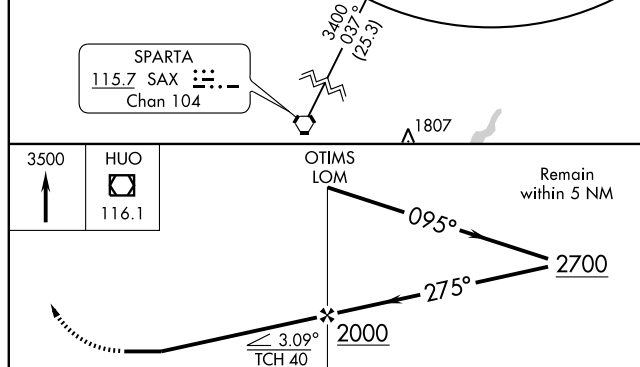
ORANGE COUNTY ASOS
119.275

NEW YORK APP CON
132.75 363.1

UN|COM
122.8 (CTAF)



ELEV 523



CATEGORY		A	B	C	D
S-26		1200-1 677 (700-1)		NA	
CIRCLING		1200-1 677 (700-1)		NA	

MIRL Rwy 8-26

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

MIDDLETOWN, NEW YORK

Amdt 1 09183

MIDDLETOWN/ RANDALL (06N)

NDB RWY 26

41°26'N - 74°24'W

NE-2: 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS
075°

Rwy Idg **2248**
TDZE **523**
Apt Elev **523**

RNAV (GPS) RWY 8
MIDDLETOWN / RANDALL (Ø6N)

▼ DME/DME RNP -0.3 NA.
▲ NA Procedure NA at night.
Use Orange County altimeter setting.

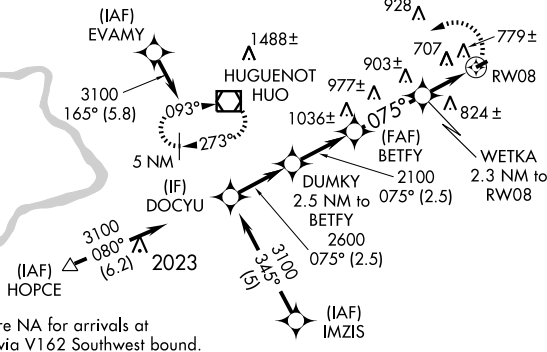
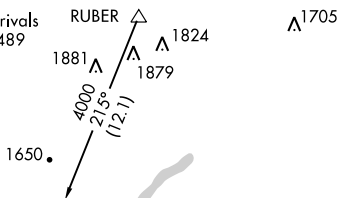
MISSED APPROACH: Climbing left turn to
3500 direct HUO VOR/DME and hold.

ORANGE COUNTY ASOS
119.275

NEW YORK APP CON
132.75 363.1

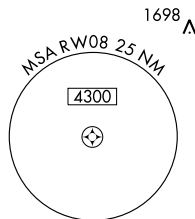
UNICOM
122.8 (CTAF)

Procedure NA for arrivals
at RUBER via V205-489
Northbound.

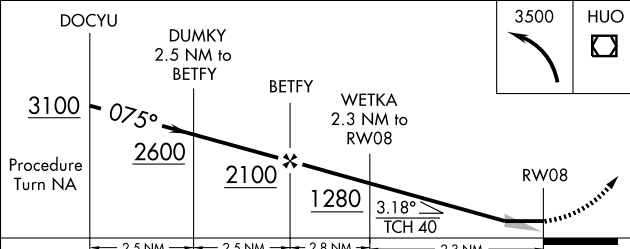


Procedure NA for arrivals at
HOPCE via V162 Southwest bound.

Procedure NA for arrivals at
SAX VORTAC on airway
radials 311 CW 029.



ELEV 523



TDZE 523
0.6% UP
2811 x 60
075° to RW08

CATEGORY	A	B	C	D
LNNAV MDA	1080-1 557 (600-1)	NA		
CIRCLING	1180-1 657 (700-1)	NA		

MIRL Rwy 8-26

APP CRS **255°**
 Rwy Idg **2811**
 TDZE **523**
 Apt Elev **523**

RNAV (GPS) RWY 26

MIDDLETOWN / RANDALL (Ø6N)

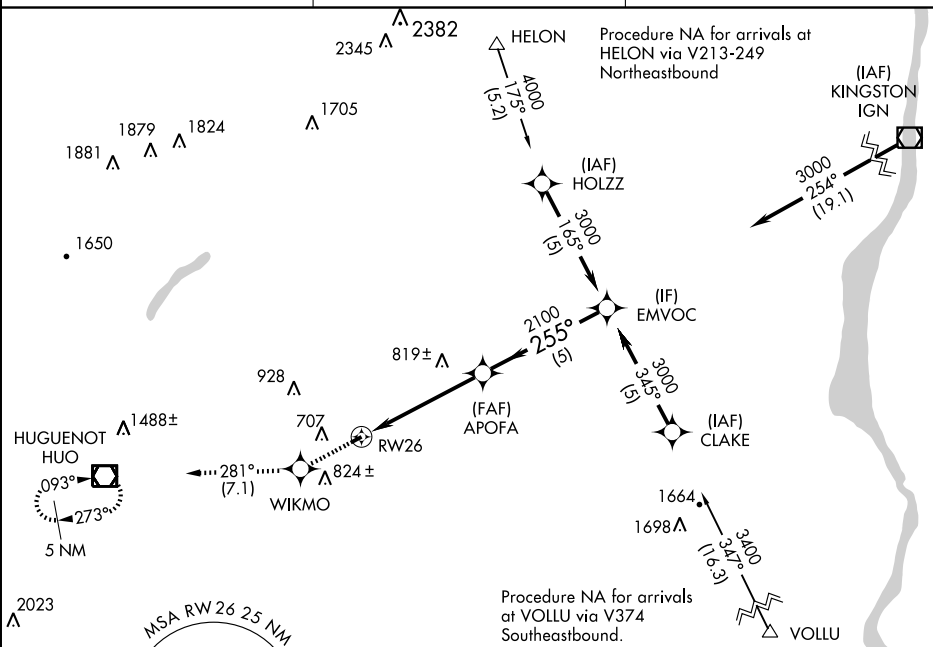
NA DME/DME RNP -0.3 NA.
 Procedure NA at night.
 Use Orange County altimeter setting.

MISSED APPROACH: Climb to 3500 direct WIKMO and right turn via 281° track to HUU VOR/DME and hold.

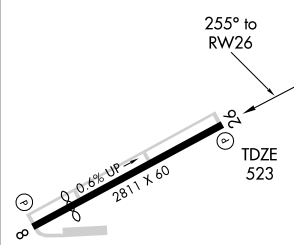
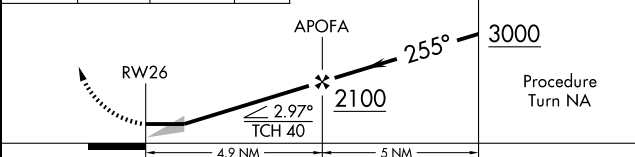
ORANGE COUNTY ASOS
119.275

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF)

ELEV **523**

3500 WIKMO TRK 281° HUU



CATEGORY	A	B	C	D
LNNAV MDA	1120-1 597 (600-1)		NA	
CIRCLING	1180-1 657 (700-1)		NA	

MIRL Rwy 8-26

VOR/DME HUO 116.1 Chan 108	APP CRS 093°	Rwy Idg TDZE Apt Elev	2248 523 523
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VOR RWY 8

MIDDLETOWN/ RANDALL (Ø6N)

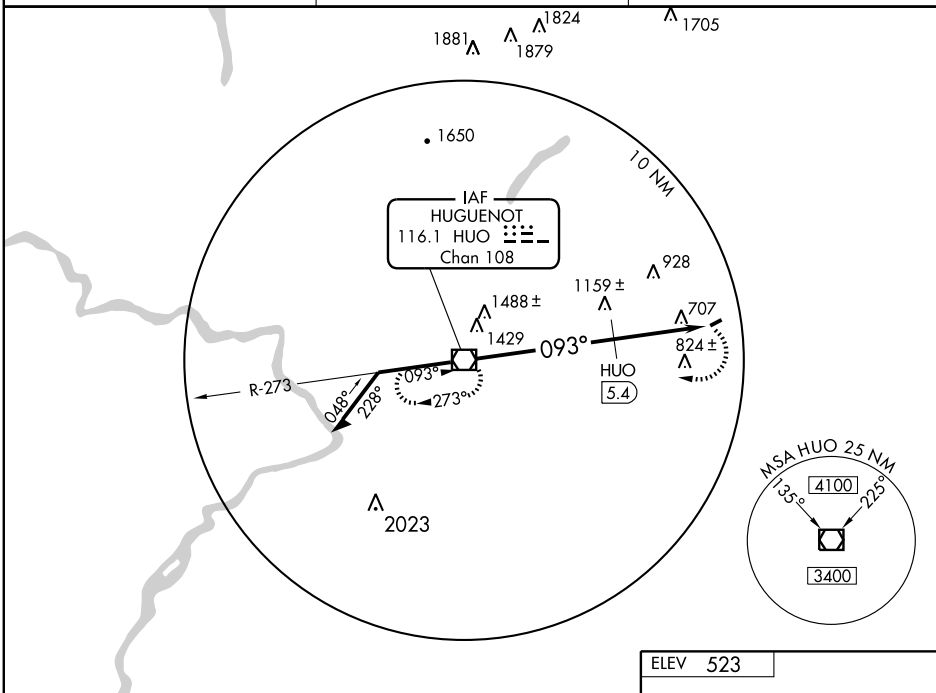
V Use Orange County altimeter setting.
NA Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to
3500 direct HUO VOR/DME and hold.

ORANGE COUNTY ASOS
119.275

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF)



ELEV **523**

Remain
within 5 NM

VOR/DME

3500

HUO

116.1

3500

273°

093°

3400

2.99°

TCH 40

1700

5.4 NM

3.6 NM

HUO

5.4

HUO

9

093° 9 NM

from FAF

0 0.6% UP

2811 X 60

TDZE

523

CATEGORY	A	B	C	D
S-8	1700-1¼ 1177 (1200-1¼)		NA	
CIRCLING	1700-1¼ 1177 (1200-1¼)		NA	
DME MINIMUMS				
S-8	1460-1¼ 937 (1000-1¼)		NA	
CIRCLING	1460-1¼ 937 (1000-1¼)		NA	

MIRL Rwy 8-26

FAF to MAP 9 NM

Knots	60	90	120	150	180
Min:Sec	9:00	6:00	4:30	3:36	3:00

MIDDLETOWN, NEW YORK

Amdt 6 09183

41°26'N - 74°24'W

MIDDLETOWN/ RANDALL (Ø6N)

VOR RWY 8

MILLBROOK

SKY ACRES (44N) 6 SW UTC-5(-4DT) N41°42.45' W73°44.28'

698 S4 **FUEL** 100LL NOTAM FILE ISP

RWY 17-35: H3830X60 (ASPH) S-20 MIRL 1.3% up S

RWY 17: Trees. **RWY 35:** PAPI(P4L). Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2100Z, Sat-Sun 1300-2130Z. Self-svc fuel avbl 24 hrs. Rwy 17-35 safety areas have 30 ft dropoffs sloping 20 ft from thld at both ends. Parallel twy not lgtd. Rwy 35 PAPI OTS indef. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 35-122.8.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **NEW YORK APP/DEP CON** 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

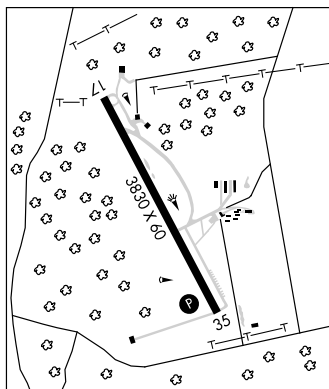
KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93'

W73°49.33' 068° 4.5 NM to fld. 580/12W. **HIWAS.**

NEW YORK

L-33B, 34I

IAP



MISSE N44°51.25' W74°54.95' NOTAM FILE MSS.

NDB (LOM) 278 MS 045° 5.8 NM to Massena Intl-Richards Fld. Unmonitored.

MONTREAL

L-32G

MONGA N41°46.00' W74°51.64' NOTAM FILE MSV.

NDB (MHW/LOM) 359 MS 155° 4.9 NM to Sullivan Co. Intl.

NEW YORK

L-33A, 34H

MONTAUK (MTP) 3 NE UTC-5(-4DT) N41°04.59' W71°55.25'

6 NOTAM FILE MTP

RWY 06-24: H3481X75 (ASPH) MIRL

RWY 06: Thld dspcd 537'. Trees.

RWY 24: Thld dspcd 457'. Dune. Rgt tfc.

AIRPORT REMARKS: Attended Apr-Oct dalgt hours, other times irregularly. Arpt CLOSED to helicopter ops SS-SR; PPR. Helicopters call for prior permission to land on ramp area. Arpt CLOSED to jet acft except PPR call arpt manager 631-668-3738. Deer occasionally on or in vicinity of arpt. Rwy 24 no touch and go. Rwy 06 has +18' brush along rwy edge 90' left and +26' pole 400' from thld 79' left. Rwy 24 has +21' brush along rwy edge 87' right. ACTIVATE MIRL Rwy 06-24-121.7. Landing fee.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **NEW YORK APP CON** 125.975

Ⓡ **PROVIDENCE DEP CON** 125.75 (1045-0500Z)

Ⓡ **BOSTON CENTER DEP CON** 124.85 (0500-1045Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HAMPTON (H) VORTAC 113.6 HTO Chan 83 N40°55.14'

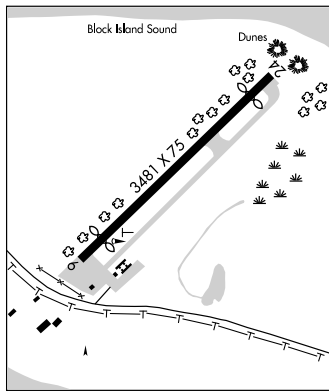
W72°19.00' 075° 20.3 NM to fld. 22/13W. **HIWAS.**

NEW YORK

COPTER

L-33C

IAP



WAAS CH 78008 W17A	APP CRS 167°	Rwy Idg TDZE Apt Elev	3830 694 698
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RNAV (GPS) RWY 17

MILLBROOK/ SKY ACRES (44N)

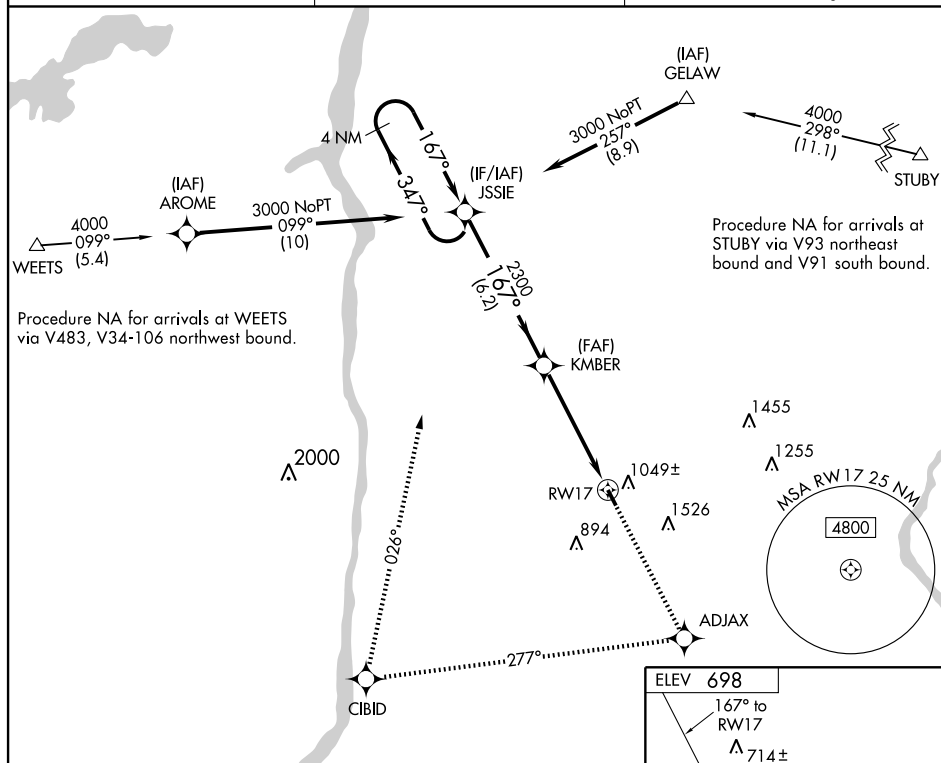
▼ DME/DME RNP-0.3 NA. Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1038, all MDA 20 feet, and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ADJAX and right turn via 277° track to CIBID and right turn via 026° track to JSSIE and hold.

POUGHKEEPSIE ASOS
126.75

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF) 0



4 NM Holding Pattern

JSSIE

3000

←347°

167°→

GS 3.00°

TCH 40

6.2 NM

5 NM

CATEGORY

A

B

C

D

LPV DA

1021-1¼

327 (400-1¼)

NA

NA

LNAV MDA

1620-1¼

926 (1000-1¼)

NA

NA

CIRCLING

1620-1¼

922 (1000-1¼)

NA

NA

3000

ADJAX

CIBID

JSSIE

↑

✦

↶tr 277°

✦

↶tr 026°

✦

3000

347°

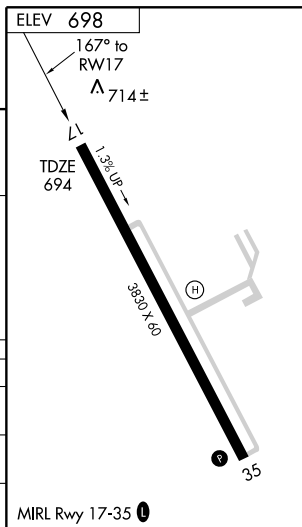
167°

167°

KMBER

2300

RW17



MILLBROOK, NEW YORK

Amdt 1 10266

41°42'N - 73°44'W

MILLBROOK/ SKY ACRES (44N)

RNAV (GPS) RWY 17

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86308 W35A	APP CRS 347°	Rwy Idg TDZE Apt Elev 698	3830 698 698
--	------------------------	---	---

RNAV (GPS) RWY 35

MILLBROOK/ SKY ACRES (44N)

▼ DME/DME RNP-0.3 NA.
▲ NA Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1063, and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct
 COVDA and via 347° track to JSSIE and hold.

POUGHKEEPSIE ASOS

126.75

NEW YORK APP CON

132.75 363.1

UNICOM

122.8 (CTAF) 0

MISSED APCH FIX



▲ 2000

COVDA

▲ 1455

▲ 1255

RW35

▲ 1526

894 ▲

(FAF)
HAGWE

1444 ▲

2400

(IF)
REDME

3000

282°

(6)

(IAF)
LOVES

VALRE

4000

085°

(3.3)

(IAF)
HIBBY

3000

074°

(9.9)

(IAF)
NOBBI

3000

020°

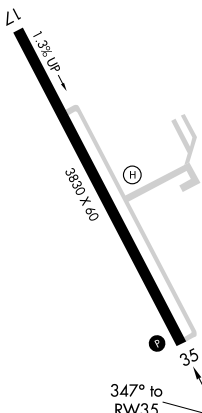
(6.8)

MSA RW35 2.5 NM

4400

ELEV 698

Procedure NA for arrivals at
 NOBBI via V123-405-483 S Bnd.



3000

COVDA

tr 347°

JSSIE

VGSI and RNAV glidepath not coincident.

REDME

Procedure
Turn NA

RW35

HAGWE

347°

3000

2400

5.2 NM

6.1 NM

GS 3.00°

TCH 40

CATEGORY	A	B	C	D
LPV DA	1046-1¼	348 (400-1¼)	NA	NA
LNAV MDA	1700-1¼ 1002 (1100-1¼)	1700-1½ 1002 (1100-1½)	NA	NA
CIRCLING	1700-1¼ 1002 (1100-1¼)	1700-1½ 1002 (1100-1½)	NA	NA

MIRL Rwy 17-35 0

MILLBROOK, NEW YORK

Amdt 1 10266

MILLBROOK/ SKY ACRES (44N)

41°42'N - 73°44'W

RNAV (GPS) RWY 35

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
069°	TDZE	N/A
	Apt Elev	700

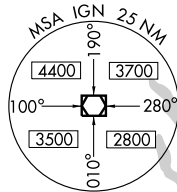
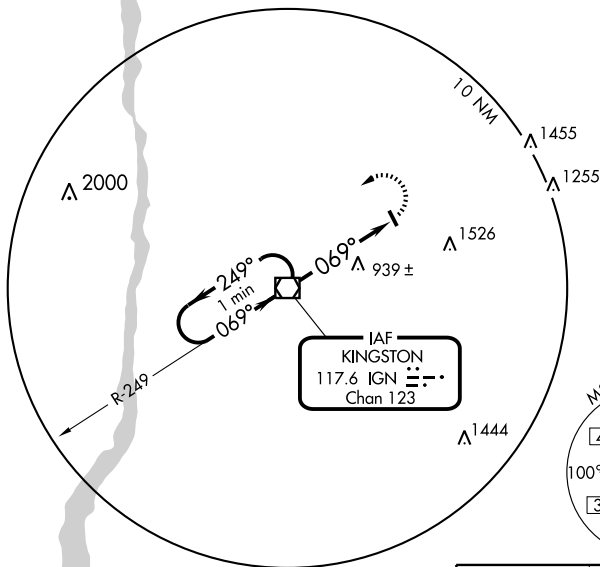
VOR-A

MILLBROOK/ SKY ACRES (44N)

T Use Poughkeepsie altimeter setting.
A NA NoPT for arrival on IGN VOR/DME
airway radials 203 CW 316.

MISSED APPROACH: Climbing left turn to 3000 direct IGN VOR/DME and hold.

POUGHKEEPSIE ASOS
126.75

NEW YORK APP CON
132.75 363.1UNICOM
122.8 (CTAF) **L**

ELEV 700

One Minute Holding Pattern

VOR/DME

$$\underline{3000} \quad \frac{\leftarrow 249^\circ}{069^\circ}$$

3000 IGN

IGN
45

4.5 NM

MIRL Rwy 17-35 **L**

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

MILLBROOK, NEW YORK

Amdt 8 10266

MILLBROOK/ SKY ACRES (44N)

VOR-A

41°42'N - 73°44'W

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

MILLBROOK

SKY ACRES (44N) 6 SW UTC-5(-4DT) N41°42.45' W73°44.28'

698 S4 **FUEL** 100LL NOTAM FILE ISP

RWY 17-35: H3830X60 (ASPH) S-20 MIRL 1.3% up S

RWY 17: Trees. **RWY 35:** PAPI(P4L). Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2100Z, Sat-Sun 1300-2130Z. Self-svc fuel avbl 24 hrs. Rwy 17-35 safety areas have 30 ft dropoffs sloping 20 ft from thld at both ends. Parallel twy not lgtd. Rwy 35 PAPI OTS indef. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 35-122.8.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **NEW YORK APP/DEP CON** 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

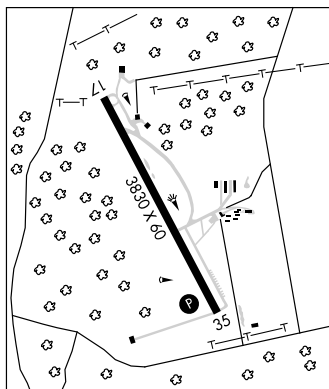
KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93'

W73°49.33' 068° 4.5 NM to fld. 580/12W. **HIWAS.**

NEW YORK

L-33B, 34I

IAP



MISSE N44°51.25' W74°54.95' NOTAM FILE MSS.

NDB (LOM) 278 MS 045° 5.8 NM to Massena Intl-Richards Fld. Unmonitored.

MONTREAL

L-32G

MONGA N41°46.00' W74°51.64' NOTAM FILE MSV.

NDB (MHW/LOM) 359 MS 155° 4.9 NM to Sullivan Co. Intl.

NEW YORK

L-33A, 34H

MONTAUK (MTP) 3 NE UTC-5(-4DT) N41°04.59' W71°55.25'

6 NOTAM FILE MTP

RWY 06-24: H3481X75 (ASPH) MIRL

RWY 06: Thld dspcd 537'. Trees.

RWY 24: Thld dspcd 457'. Dune. Rgt tfc.

AIRPORT REMARKS: Attended Apr-Oct dalgt hours, other times irregularly. Arpt CLOSED to helicopter ops SS-SR; PPR. Helicopters call for prior permission to land on ramp area. Arpt CLOSED to jet acft except PPR call arpt manager 631-668-3738. Deer occasionally on or in vicinity of arpt. Rwy 24 no touch and go. Rwy 06 has +18' brush along rwy edge 90' left and +26' pole 400' from thld 79' left. Rwy 24 has +21' brush along rwy edge 87' right. ACTIVATE MIRL Rwy 06-24-121.7. Landing fee.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **NEW YORK APP CON** 125.975

Ⓡ **PROVIDENCE DEP CON** 125.75 (1045-0500Z)

Ⓡ **BOSTON CENTER DEP CON** 124.85 (0500-1045Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HAMPTON (H) VORTAC 113.6 HTO Chan 83 N40°55.14'

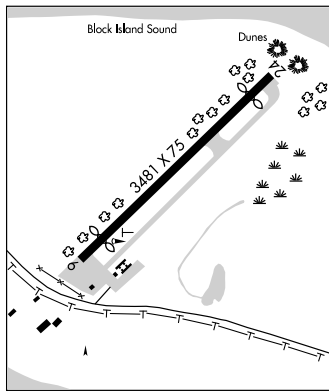
W72°19.00' 075° 20.3 NM to fld. 22/13W. **HIWAS.**

NEW YORK

COPTER

L-33C

IAP



APP CRS	Rwy ldg	3024
242°	TDZE	7
	Apt Elev	7

RNAV (GPS) RWY 24

MONTAUK (MTP)

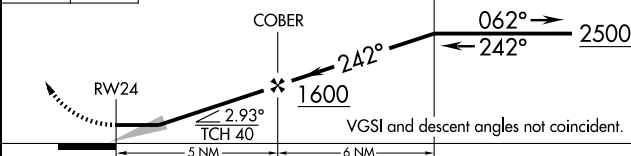
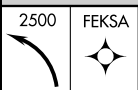
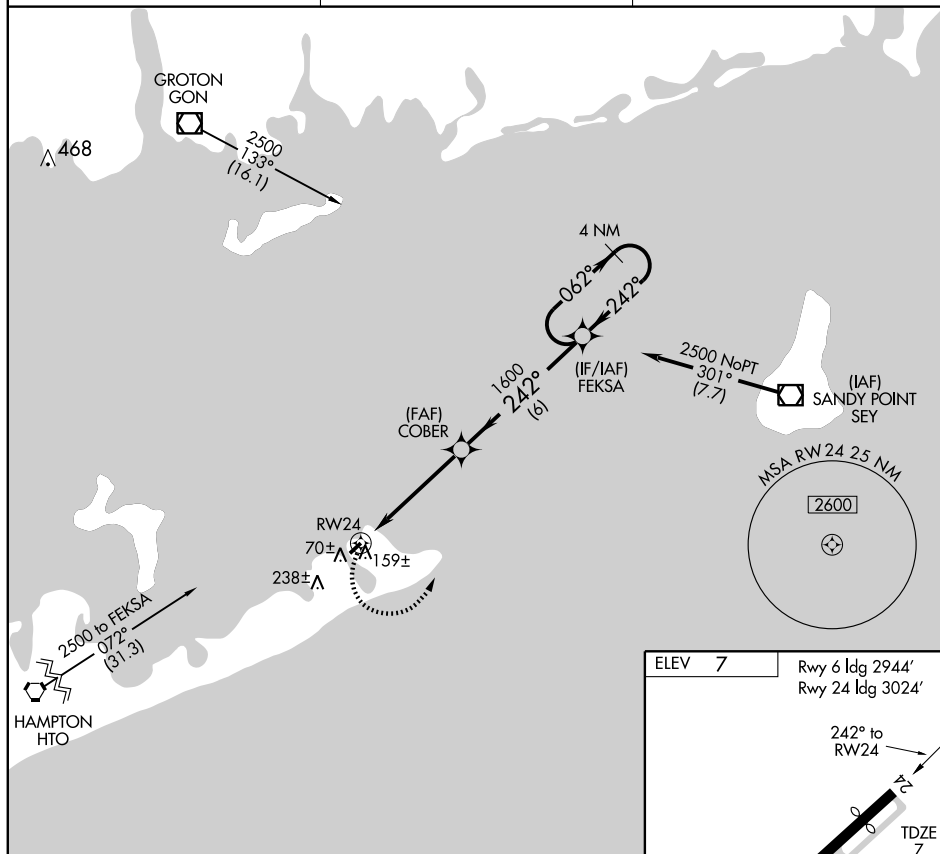
▼ Use Block Island State altimeter setting.
 ▲ NA DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 2500
 direct FEKSA WP and hold.

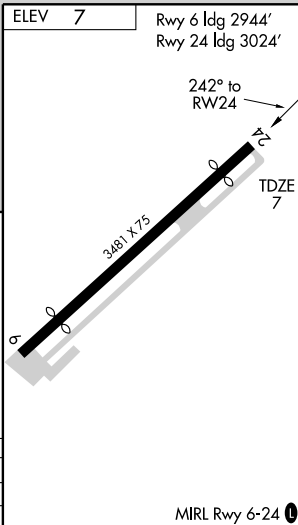
NEW YORK APP CON ★
125.97 343.65

UNICOM
122.7 (CTAF)

121.7 0



CATEGORY	A	B	C	D
LNAV MDA		480-1	473 (500-1)	
CIRCLING		580-1	573 (600-1)	



VOR or GPS RWY 6

MONTAUK (MTP)

HTO VORTAC 113.6 Chan 83	APP CRS 075°	Rwy Idg TDZE Apt Elev	2944 6 7
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NA

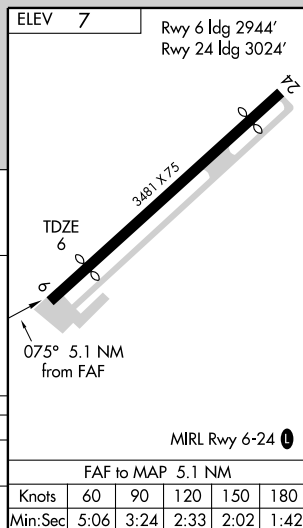
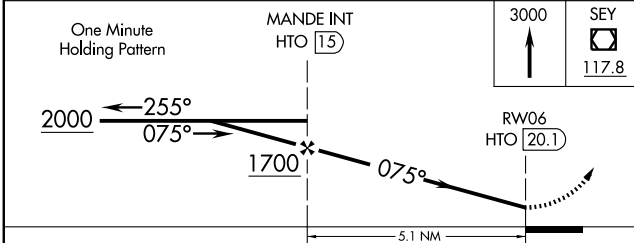
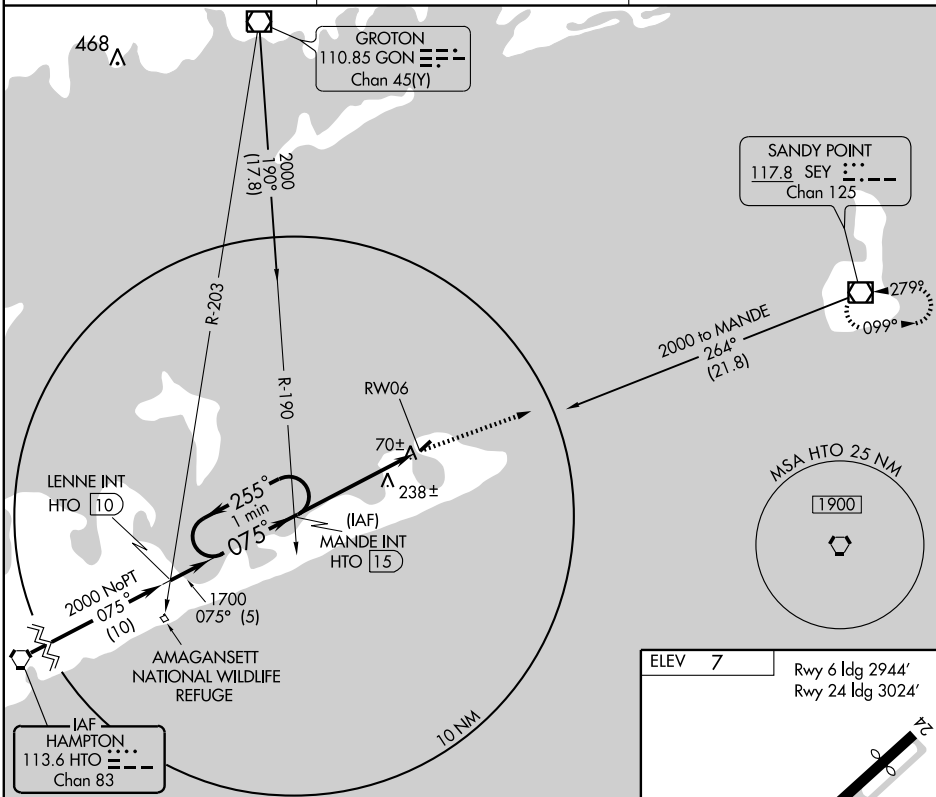
Use Block Island State altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct SEY VOR/DME and hold.

NEW YORK APP CON ★
125.975 343.65

UNICOM
122.7 (CTAF)

121.7 0



CATEGORY	A	B	C	D
S-6	660-1 654 (700-1)	660-1¼ 654 (700-1¼)	NA	
CIRCLING	660-1 653 (700-1)	660-1¼ 653 (700-1¼)	NA	

**MONTGOMERY
ORANGE CO**

(MGJ) 1 SW UTC-5(-4DT) N41°30.60' W74°15.88'
364 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks
NOTAM FILE MGJ

RWY 03-21: H5002X100 (ASPH-CONC) S-30, D-57, 2D-85 HIRL

RWY 03: REIL. VASI(V4L)—GA 3.0° TCH 52'. Thld dsplcd 301'.

Trees.

RWY 21: REIL. PAPI(P2L)—GA 3.5°. Brush. Rgt tfc.

RWY 08-26: H3664X100 (ASPH-CONC) S-30, D-57, 2D-85 MIRL
0.4% up E

RWY 08: PAPI(P2L)—GA 3.5°. Trees.

RWY 26: PAPI(P2L)—GA 3.5°. Thld dsplcd 315'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1200-2300Z, Sat-Sun

1300-2100Z. Fuel avbl after hrs by credit card self-svc ramp. Be aware of large turbojet acft vicinity of Stewart arpt located 7 NM ESE. 800 ft hill ½ mile NW of arpt on downwind/base leg for Rwy 21. Noise abatement procedures in effect, ctc arpt manager 845-457-4925. ACTIVATE HIRL Rwy 03-21, MIRL Rwy 08-26, REIL Rwys 03 and 21, VASI Rwy 03, and twy lgts—CTAF. TPA—Single engine propeller acft 1400 (1035), twin engine/turbojet acft 1700 (1335). After landing 180° turns are prohibited. 23' stabilized shoulder each side of Rwy 03-21. 9' stabilized shoulder each side of Rwy 08-26.

WEATHER DATA SOURCES: ASOS 119.275 (845) 457-1486. SAWRS.

COMMUNICATIONS: CTAF/AUNICOM 122.725

HUGUENOT RCO 122.1R 116.1T (NEW YORK RADIO).

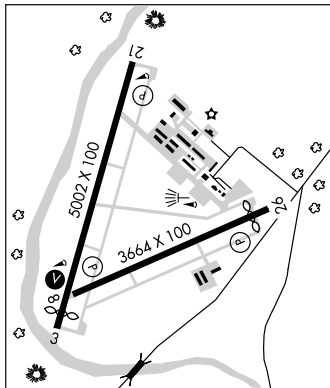
® NEW YORK APP/DEP CON 132.75 CLNC DEL 123.85

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41°24.58' W74°35.50' 079° 15.9 NM to fld. 1300/11W.

OTIMS NDB (LOM) 353 MG N41°26.71' W74°17.47' 031° 4.1 NM to fld.

ILS 111.7 I-MGJ Rwy 03. LOM OTIMS NDB.

**MONTICELLO****SULLIVAN CO INTL**

(MSV) 6 NW UTC-5(-4DT) N41°42.10' W74°47.70'
1403 B S3 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE MSV

RWY 15-33: H6298X150 (ASPH-GRVD) S-36, D-49, 2D-74.5 HIRL 0.4% up NW

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 39'. Thld dsplcd 300'.

Trees.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 39'. Thld dsplcd 300'.

Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 15: TORA-6300 TODA-6300 ASDA-6000 LDA-5700

RWY 33: TORA-6300 TODA-6300 ASDA-6000 LDA-5700

AIRPORT REMARKS: Attended 1200-2200Z. Self-service 100LL fuel avbl 24 hrs daily. JET A fuel avbl 1300-2200Z; after hrs call 845-292-5811. Birds, coyote and deer on and invov arpt. PPR 24 hours for air carrier ops call arpt manager 845-807-0273.

ACTIVATE HIRL Rwy 15-33, REIL Rwy 15 and Rwy 33, and twy lgts—CTAF. PAPI Rwy 15 and Rwy 33 opr continuously. Ldg fee for acft over 8,000 pounds and all commercial acft regardless of weight.

WEATHER DATA SOURCES: AWOS-3 124.725 (845) 583-5056.

COMMUNICATIONS: CTAF/UNICOM 122.8

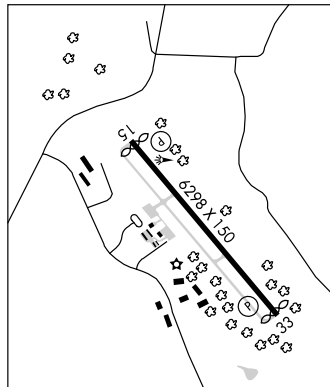
® NEW YORK APP/DEP CON 132.75 CLNC DEL 121.6

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41°24.58' W74°35.50' 343° 19.8 NM to fld. 1300/11W.

MONGA NDB (MHW/LOM) 359 MS N41°46.00' W74°51.64' 155° 4.9 NM to fld.

ILS 109.1 I-MSV Rwy 15. Class IE LOM MONGA NDB.



LOC I-MGJ 111.7	APP CRS 029°	Rwy Idg TDZE Apt Elev	4701 353 364
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ILS or LOC RWY 3

MONTGOMERY/ORANGE COUNTY (MGJ)

V Visibility reduction by helicopters NA.

A When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase S-ILS-3 all Cats and S-LOC-3 and Circling Cats C and D visibility ¼ mile and Circling Cat A visibility ¼ mile.

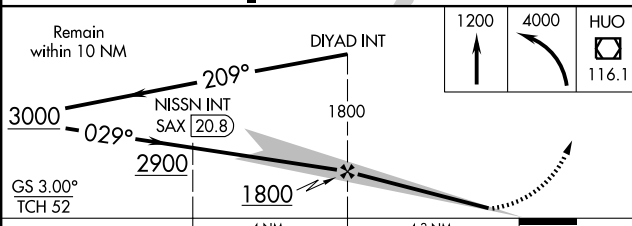
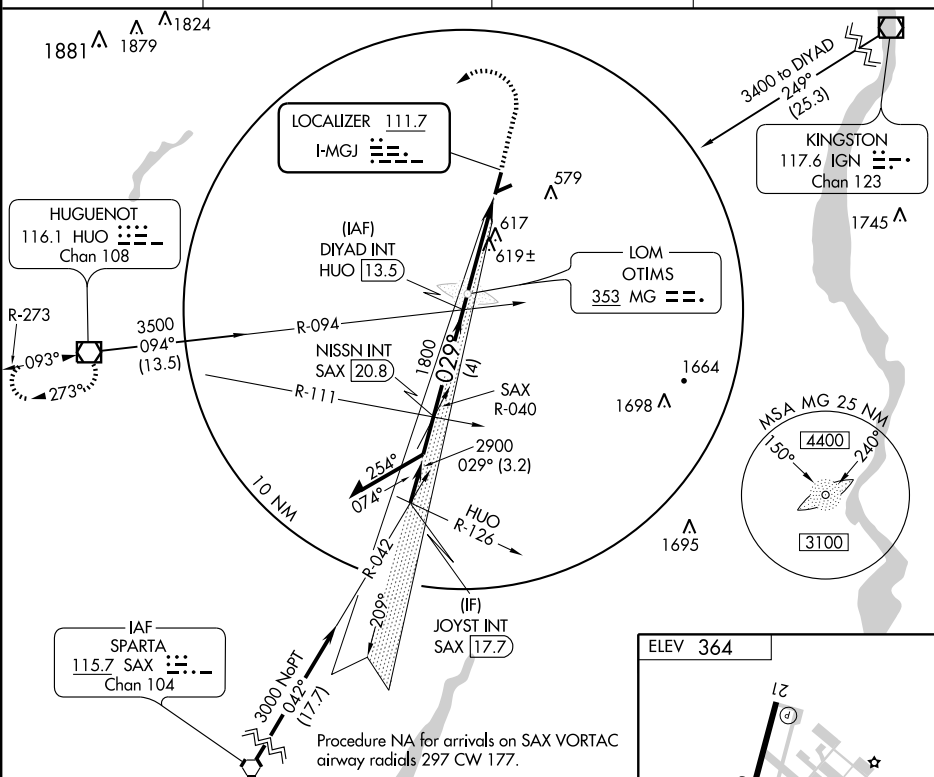
MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct HUO VOR/DME and hold.

ASOS
119.275

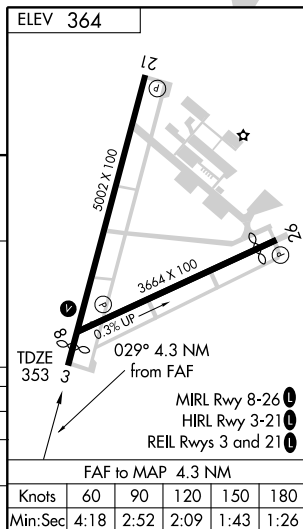
NEW YORK APP CON
132.75 363.1

CLNC DEL
123.85

UNICOM
122.725 (CTAF)



CATEGORY	A	B	C	D
S-ILS 3	699-1¼ 346 (400-1¼)			
S-LOC 3	1000-1 647 (700-1)			
CIRCLING	1200-1 836 (900-1)	1200-1¼ 836 (900-1¼)	1200-2½ 836 (900-2½)	1200-2¾ 836 (900-2¾)



MONTGOMERY, NEW YORK

Amdt 3B 01JUL10

MONTGOMERY/ORANGE COUNTY (MGJ)

41°31'N - 74°16'W

ILS or LOC RWY 3

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

NDB RWY 3

MONTGOMERY/ORANGE COUNTY (MGJ)

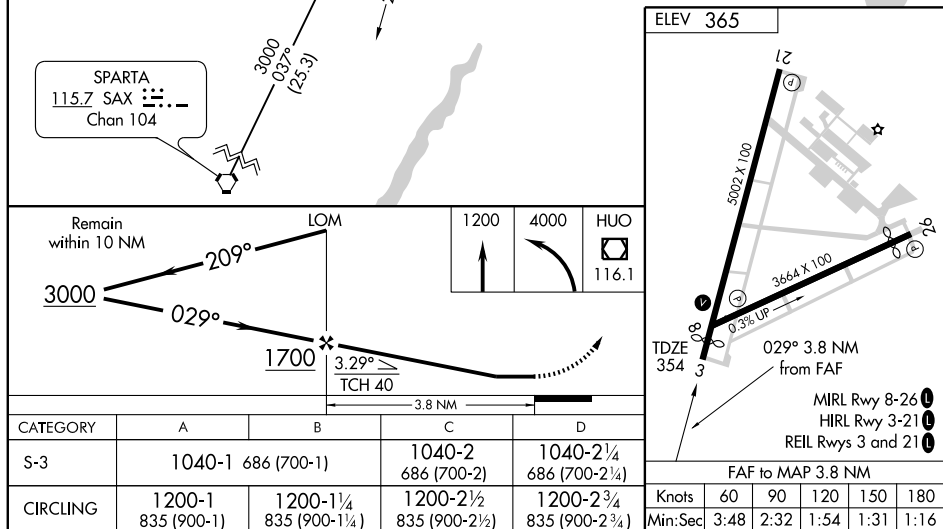
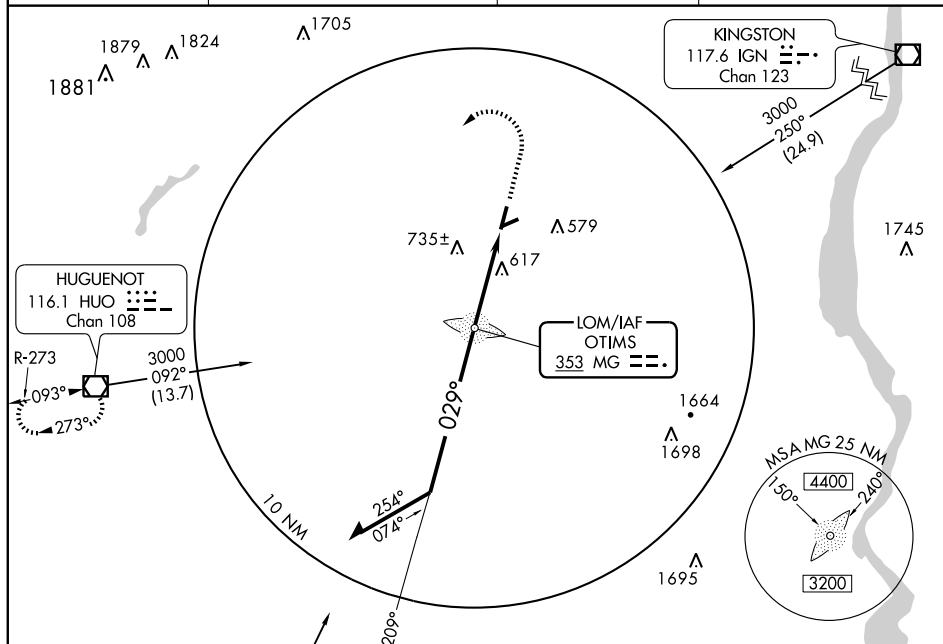
LOM MG 353	APP CRS 029°	Rwy Idg TDZE Apt Elev	4701 354 365
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NA

MISSED APPROACH: Climb to 1200, then climbing left turn to 4000 direct HVO VOR/DME and hold.

ASOS 119.275	NEW YORK APP CON 132.75 363.1	CLNC DEL 123.85	UNICOM 122.725 (CTAF)
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MONTGOMERY, NEW YORK

Amdt 4A 10098

MONTGOMERY/ORANGE COUNTY (MGJ)

41°31'N - 74°16'W

NDB RWY 3

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS
029°

Rwy Idg
353

TDZE
364

Apt Elev
364

RNAV (GPS) RWY 3

MONTGOMERY/ORANGE COUNTY (MGJ)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cats A, C and D visibility ¼ mile. VDP NA with Poughkeepsie altimeter setting.

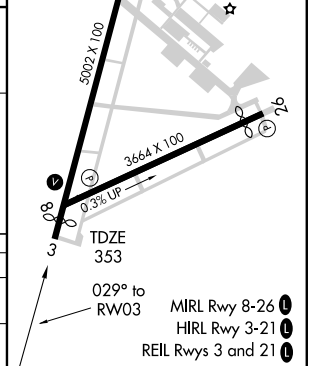
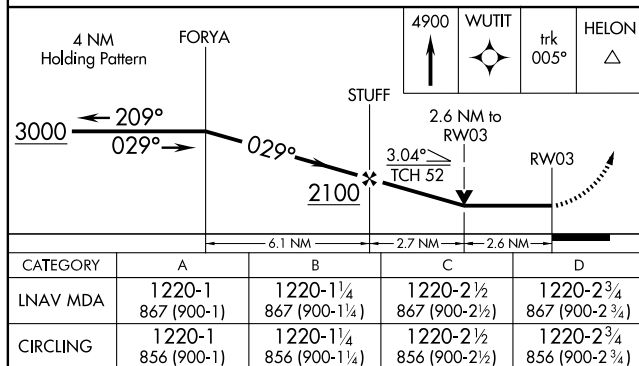
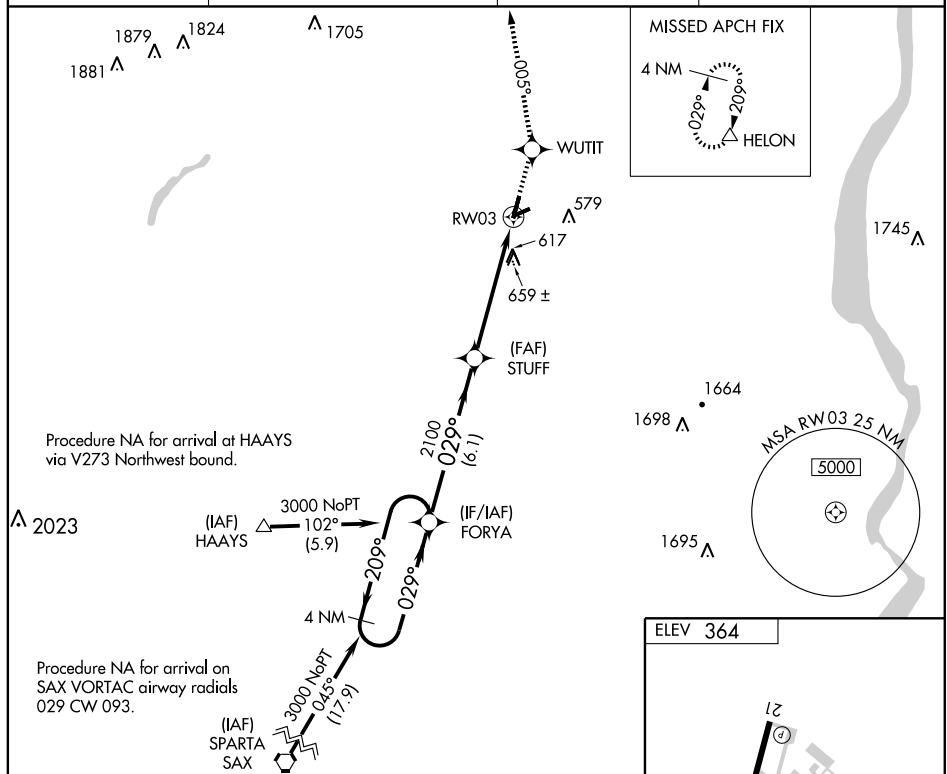
MISSED APPROACH: Climb to 4900 direct WUTIT and via track 005° to HELON and hold, continue climb-in-hold to 4900.

ASOS
119.275

NEW YORK APP CON
132.75 363.1

CLNC DEL
123.85

UNICOM
122.725 (CTAF)



MONTGOMERY, NEW YORK

Amdt 1 08APR10

MONTGOMERY/ORANGE COUNTY (MGJ)

41°31'N - 74°16'W

RNAV (GPS) RWY 3

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 50216 W08A	APP CRS 080°	Rwy Idg TDZE Apt Elev	3664 359 364
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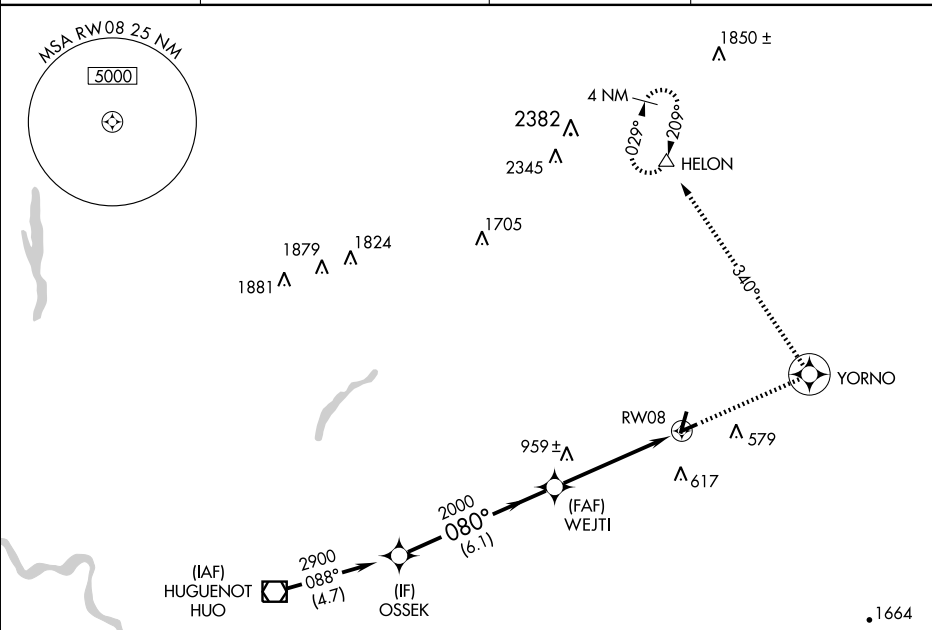
RNAV (GPS) RWY 8

MONTGOMERY/ORANGE COUNTY (MGJ)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Poughkeepsie altimeter setting; increase DA 71 feet and all MDA 80 feet, increase LPV all Cts visibility ¼ mile and increase LNAV and Circling Cts A, C, and D visibility ¼ mile.

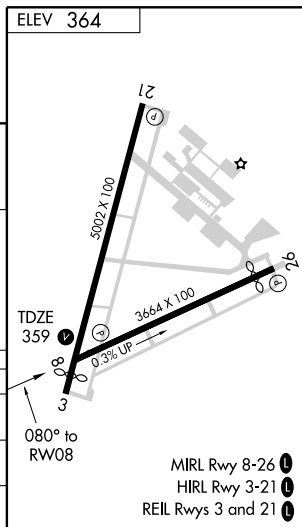
MISSED APPROACH: Climb to 4900 direct YORNO and left turn via track 340° to HELON and hold, continue climb-in-hold to 4900.

ASOS 119.275	NEW YORK APP CON 132.75 363.1	CLNC DEL 123.85	UNICOM 122.725 (CTAF) 0
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Procedure NA for arrival at HWO VOR/DME via V273 Northwest bound.

	OSSEK	VGS1 and RNAV glidepath not coincident.		4900	YORNO	HELON
				↑	trk 340°	△
Procedure Turn NA	2900	080°	WEJTI	2000	RW08	
GS 3.00°						
TCH 40						
	6.1 NM		5 NM			
CATEGORY	A	B	C	D		
LPV DA	1059-2½ 700 (700-2½)					
LNAV MDA	1220-1 861 (900-1)	1220-1¼ 861 (900-1¼)	1220-2½ 861 (900-2½)	1220-2¾ 861 (900-2¾)		
CIRCLING	1220-1 856 (900-1)	1220-1¼ 856 (900-1¼)	1220-2½ 856 (900-2½)	1220-2¾ 856 (900-2¾)		



WAAS CH 86416 W21A	APP CRS 210°	Rwy Idg TDZE Apt Elev	5002 353 364
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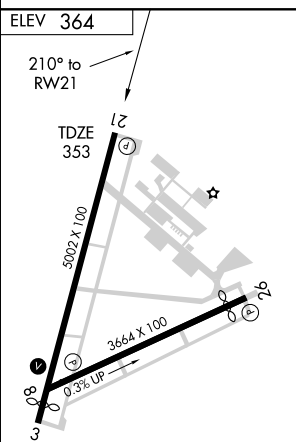
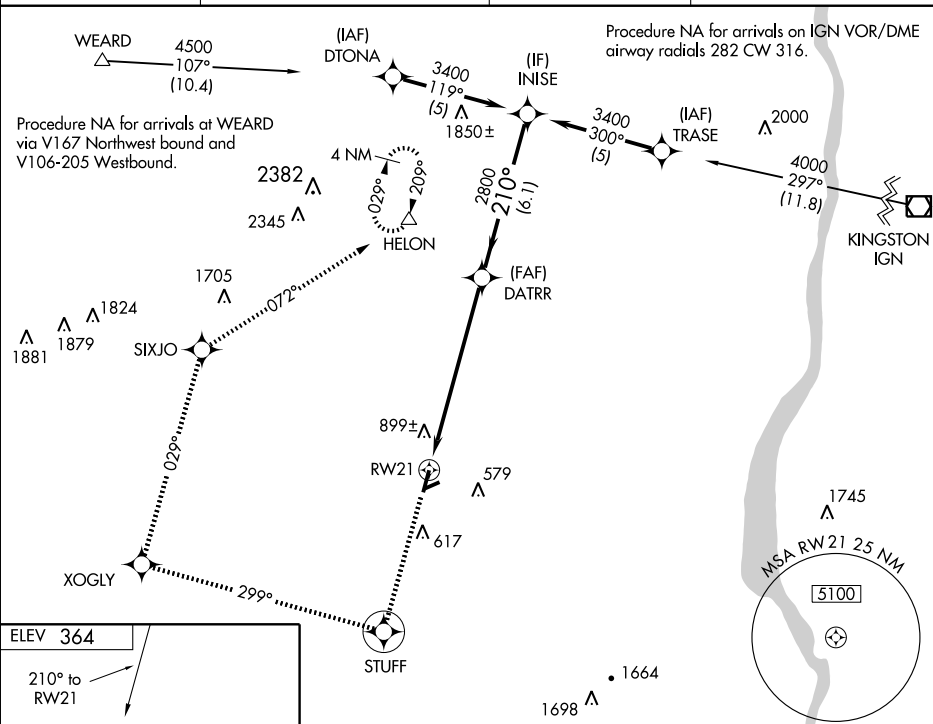
RNAV (GPS) RWY 21

MONTGOMERY / ORANGE COUNTY (MGJ)

- ▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
- ▲ When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all DA 71 feet, and all MDA 80 feet, increase LPV all Cats and LNAV and Circling Cats A, C, and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct STUFF and right turn via track 299° to XOGLY and right turn via track 029° to SIXJO and via track 072° to HELON and hold.

ASOS 119.275	NEW YORK APP CON 132.75 363.1	CLNC DEL 123.85	UNICOM 122.725 (CTAF) 0
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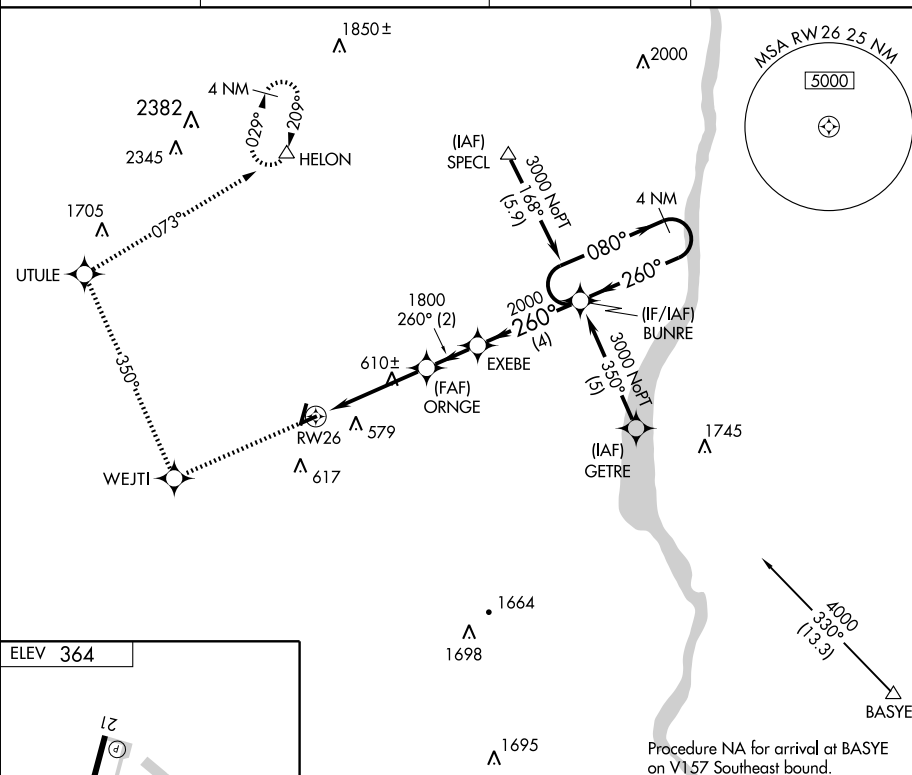
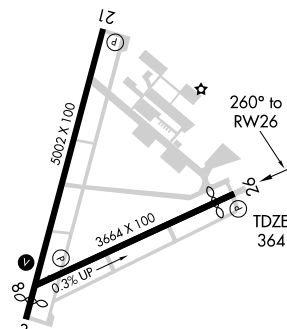


4000	STUFF	XOGLY	SIXJO	HELON	INISE
↑	⊙	↷ trk 299°	↷ trk 029°	↷ trk 072°	△
VGSI and RNAV glidepath not coincident.					
RWY 21 7.1 NM 6.1 NM 3400 2800 210° Procedure Turn NA GS 3.10° TCH 55					
CATEGORY	A	B	C	D	
LPV DA	704-1¼ 351 (400-1¼)				
LNAV MDA	1220-1 867 (900-1)	1220-1¼ 867 (900-1¼)	1220-2½ 867 (900-2½)	1220-2¾ 867 (900-2¾)	
CIRCLING	1220-1 856 (900-1)	1220-1¼ 856 (900-1¼)	1220-2½ 856 (900-2½)	1220-2¾ 856 (900-2¾)	

APP CRS
260°Rwy Idg **3349**
TDZE **364**
Apt Elev **364****RNAV (GPS) RWY 26**
MONTGOMERY/ORANGE COUNTY (MGJ)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Poughkeepsie altimeter setting; increase all MDA 80 feet and increase LNAV and Circling Cats A, C, and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct WEJTI and right turn on track 350° to UTULE and on track 073° to HELON and hold.

ASOS
119.275NEW YORK APP CON
132.75 363.1CLNC DEL
123.85UNICOM
122.725 (CTAF) 0ELEV **364**

4000	WEJTI	UTULE	HELON	BUNRE	4 NM Holding Pattern
	trk 073°				
VGSI and descent angles not coincident.					
RWY 26	ORNGE	EXEBE			
3.04° TCH 40	1800	2000			
4.3 NM	2 NM	4 NM			
CATEGORY	A	B	C	D	
LNAV MDA	920-1	556 (600-1)	920-1½ 556 (600-1½)	920-1¾ 556 (600-1¾)	
CIRCLING	1200-1 836 (900-1)	1200-1¼ 836 (900-1¼)	1200-2½ 836 (900-2½)	1200-2¾ 836 (900-2¾)	

MONTGOMERY, NEW YORK
Amdt 1A 06MAY10

MONTGOMERY/ORANGE COUNTY (MGJ)

41°31'N - 74°16'W

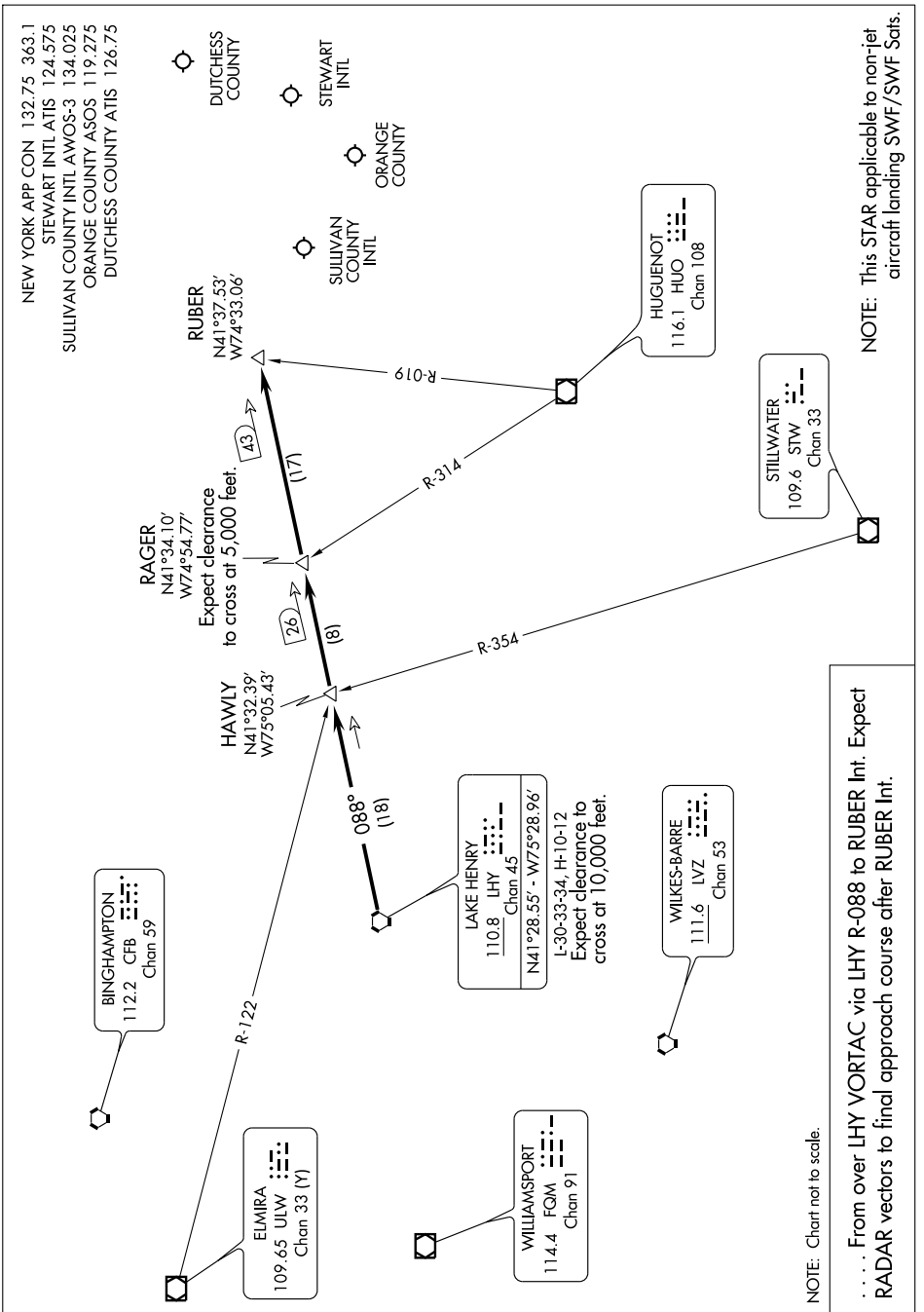
RNAV (GPS) RWY 26

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

RUBER ONE ARRIVAL

NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010

RUBER ONE ARRIVAL

VOR/DME HUO 116.1 Chan 108	APP CRS 080°	Rwy Idg 3664 TDZE 360 Apt Elev 365
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VOR RWY 8
MONTGOMERY/ORANGE COUNTY (MGJ)

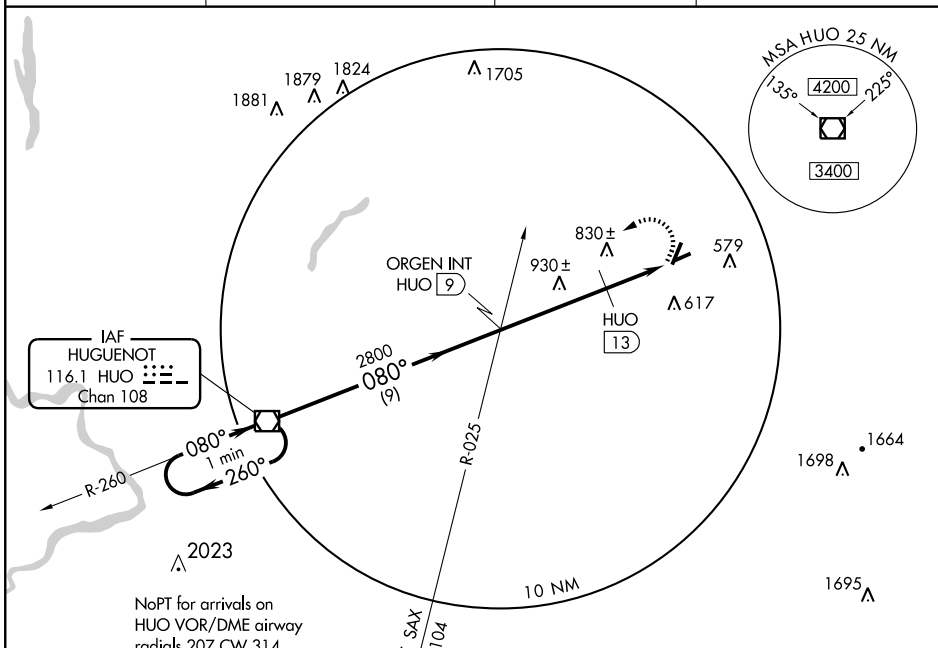
MISSED APPROACH: Climbing left turn to 4000 direct HVO VOR/DME and hold.

ASOS
119.275

NEW YORK APP CON
132.75 363.1

CLNC DEL
123.85

UNICOM
122.725 (CTAF) **L**



NE-2. 21 OCT 2010 to 18 NOV 2010

One Minute Holding Pattern

VOR/DME

ELEV 365

ORGEN INT
HUO 9)

116.1

HUO
12

15

4000 ← 260°
080° →

15

CATEGORY

122

1220

122

122

S-8

122

1220

122

122

CIRCLING

DME M

800 (4

800 19

118
900 19

800 19

080° 6.7 NM
from FAF

MIRL Rwy 8-26 **L**
HIRL Rwy 3-21 **L**
REIL Rwy 3 and 21 **L**

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

MONTGOMERY, NEW YORK
Amdt 9 10098

MONTGOMERY/ ORANGE COUNTY (MGJ)

41°31'N - 74°16'W

VOR RWY 8

**MONTGOMERY
ORANGE CO**

(MGJ) 1 SW UTC-5(-4DT) N41°30.60' W74°15.88'

364 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks
NOTAM FILE MGJ

RWY 03-21: H5002X100 (ASPH-CONC) S-30, D-57, 2D-85 HIRL

RWY 03: REIL. VASI(V4L)—GA 3.0° TCH 52'. Thld dsplcd 301'.

Trees.

RWY 21: REIL. PAPI(P2L)—GA 3.5°. Brush. Rgt tfc.

RWY 08-26: H3664X100 (ASPH-CONC) S-30, D-57, 2D-85 MIRL
0.4% up E

RWY 08: PAPI(P2L)—GA 3.5°. Trees.

RWY 26: PAPI(P2L)—GA 3.5°. Thld dsplcd 315'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1200-2300Z, Sat-Sun

1300-2100Z. Fuel avbl after hrs by credit card self-svc ramp. Be aware of large turbojet acft vicinity of Stewart arpt located 7 NM ESE. 800 ft hill ½ mile NW of arpt on downwind/base leg for Rwy 21. Noise abatement procedures in effect, ctc arpt manager 845-457-4925. ACTIVATE HIRL Rwy 03-21, MIRL Rwy 08-26, REIL Rwys 03 and 21, VASI Rwy 03, and twy lgts—CTAF. TPA—Single engine propeller acft 1400 (1035), twin engine/turbojet acft 1700 (1335). After landing 180° turns are prohibited. 23' stabilized shoulder each side of Rwy 03-21. 9' stabilized shoulder each side of Rwy 08-26.

WEATHER DATA SOURCES: ASOS 119.275 (845) 457-1486. SAWRS.

COMMUNICATIONS: CTAF/AUNICOM 122.725

HUGUENOT RCO 122.1R 116.1T (NEW YORK RADIO).

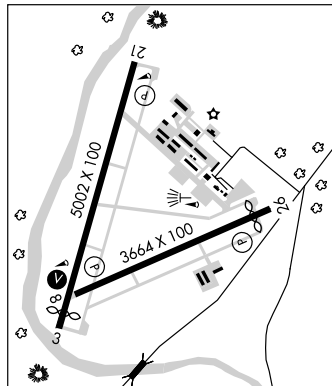
® NEW YORK APP/DEP CON 132.75 CLNC DEL 123.85

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41°24.58' W74°35.50' 079° 15.9 NM to fld. 1300/11W.

OTIMS NDB (LOM) 353 MG N41°26.71' W74°17.47' 031° 4.1 NM to fld.

ILS 111.7 I-MGJ Rwy 03. LOM OTIMS NDB.

**MONTICELLO****SULLIVAN CO INTL**

(MSV) 6 NW UTC-5(-4DT) N41°42.10' W74°47.70'

1403 B S3 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE MSV

RWY 15-33: H6298X150 (ASPH-GRVD) S-36, D-49, 2D-74.5 HIRL 0.4% up NW

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 39'. Thld dsplcd 300'.

Trees.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 39'. Thld dsplcd 300'.

Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 15: TORA-6300 TODA-6300 ASDA-6000 LDA-5700

RWY 33: TORA-6300 TODA-6300 ASDA-6000 LDA-5700

AIRPORT REMARKS: Attended 1200-2200Z. Self-service 100LL fuel

avbl 24 hrs daily. JET A fuel avbl 1300-2200Z; after hrs call 845-292-5811. Birds, coyote and deer on and invov arpt. PPR 24 hours for air carrier ops call arpt manager 845-807-0273.

ACTIVATE HIRL Rwy 15-33, REIL Rwy 15 and Rwy 33, and twy lgts—CTAF. PAPI Rwy 15 and Rwy 33 opr continuously. Ldg fee for acft over 8,000 pounds and all commercial acft regardless of weight.

WEATHER DATA SOURCES: AWOS-3 124.725 (845) 583-5056.

COMMUNICATIONS: CTAF/UNICOM 122.8

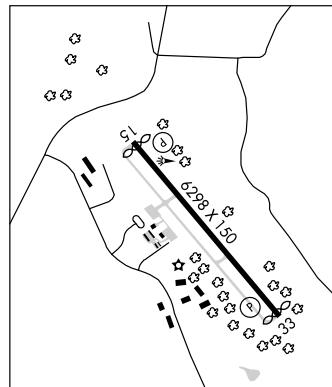
® NEW YORK APP/DEP CON 132.75 CLNC DEL 121.6

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41°24.58' W74°35.50' 343° 19.8 NM to fld. 1300/11W.

MONGA NDB (MHW/LOM) 359 MS N41°46.00' W74°51.64' 155° 4.9 NM to fld.

ILS 109.1 I-MSV Rwy 15. Class IE LOM MONGA NDB.



ILS RWY 15

MONTICELLO / SULLIVAN COUNTY INTL (MSV)

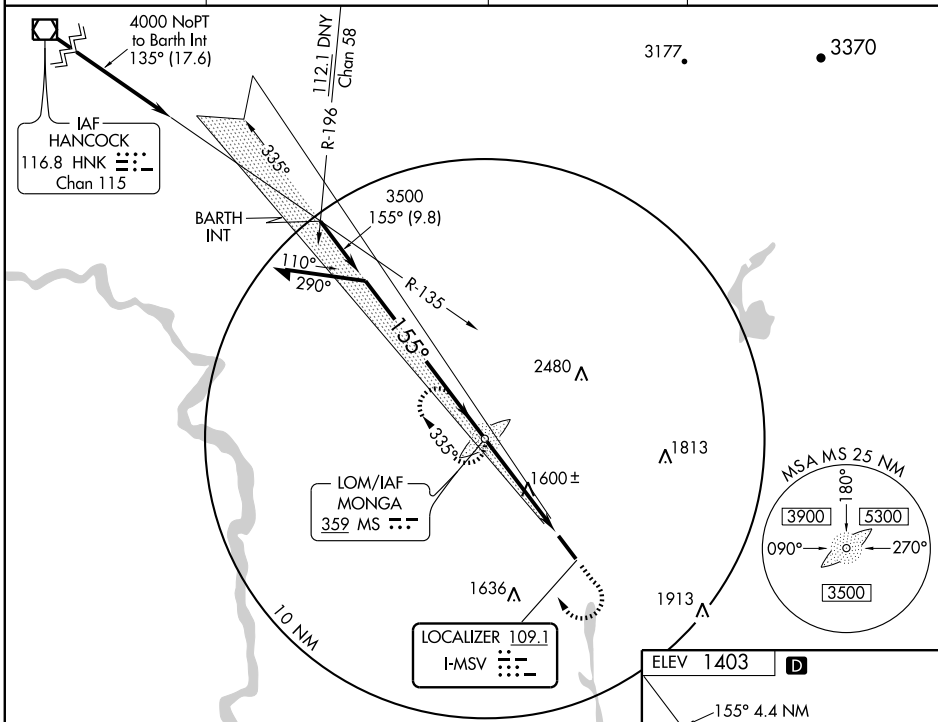
LOC I-MSV 109.1	APP CRS 155°	Rwy Ldg TDZE Apt Elev	5700 1403 1403
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▼
▲ NA

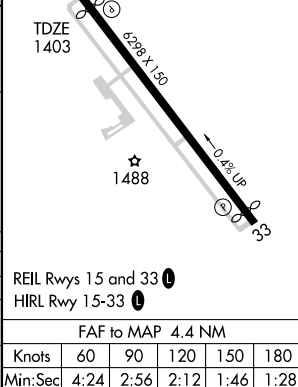
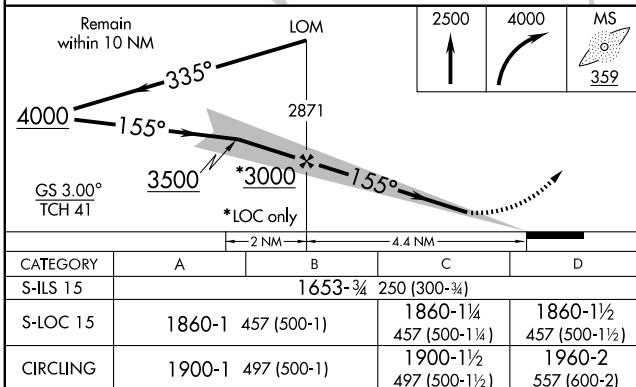
If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all DH/MDAs 160 feet.

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct MS LOM and hold.

AWOS-3 124.725	NEW YORK APP CON 132.75 363.1	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 1
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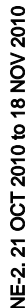


ADF REQUIRED

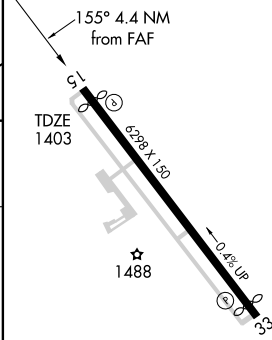


NDB RWY 15
MONTICELLO / SULLIVAN COUNTY INTL (MSV)

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct MONGA LOM and hold.

3868 •

MS



REIL Rwy 15 and 33 **L**
HIRL Rwy 15-33 **L**

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

WAAS CH 56615 W15A	APP CRS 155°	Rwy Ldg TDZE Apt Elev 1403
--	------------------------	---

RNAV (GPS) RWY 15

MONTICELLO / SULLIVAN COUNTY INTL (MSV)

- ▼ Baro-VNAV NA when using Newburgh altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Newburgh altimeter setting and increase LPV DA to 1858, LNAV/VNAV DA to 2055, and all MDA 220 feet; increase LNAV Cat B and Circling Cat B visibility ¼ mile; increase LPV Cats and Circling Cat D visibility ½ mile; increase LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C visibility ¾ mile.

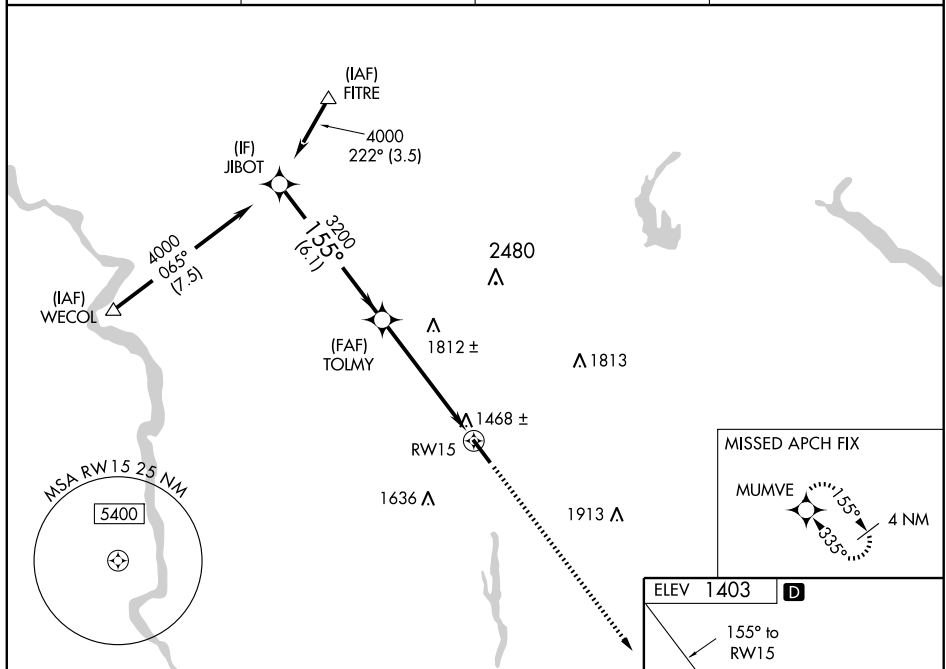
MISSED APPROACH: Climb to 3300 direct MUMVE and hold.

AWOS-3
124.725

NEW YORK APP CON
132.75 363.1

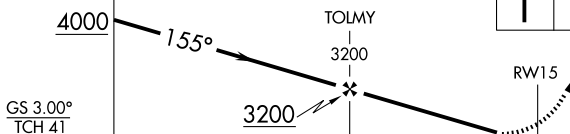
CLNC DEL
121.6

UNICOM
122.8 (CTAF) 0

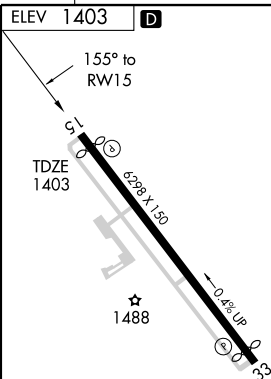


Procedure

Turn NA JIBOT



CATEGORY	A	B	C	D
LPV DA	1653-1 250 (300-1)			
LNAV/VNAV DA	1850-1½ 447 (500-1½)			
LNAV MDA	1980-1 577 (600-1)	1980-1½ 577 (600-1½)	1980-1¾ 577 (600-1¾)	
CIRCLING	1980-1 577 (600-1)	1980-1½ 577 (600-1½)	1980-2 577 (600-2)	



REIL Rwy 15 and 33 0
 HIRL Rwy 15-33 0

MONTICELLO, NEW YORK
 Orig 11FEB10

MONTICELLO / SULLIVAN COUNTY INTL (MSV)

41°42'N - 74°48'W

RNAV (GPS) RWY 15

NE-2, 21 OCT 2010 to 18 NOV 2010

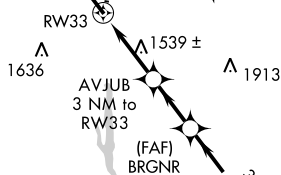
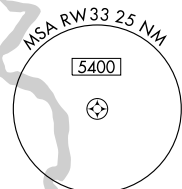
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS
335°Rwy Ldg
TDZE
Apt Elev**5700**
1390
1403**RNAV (GPS) RWY 33**

MONTICELLO/SULLIVAN COUNTY INTL (MSV)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newburgh altimeter setting and increase all MDA 220 feet; LNAV Cat C visibility ½ mile, LNAV Cat D visibility ¾ mile, Circling Cat C visibility ½ mile, Circling Cat D visibility ¾ mile. VDP NA when using Newburgh altimeter setting.

MISSED APPROACH: Climbing right turn to 3300 direct MUMVE and hold.

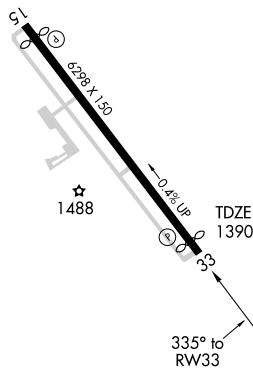
AWOS-3
124.725NEW YORK APP CON
132.75 363.1CLNC DEL
121.6UNICOM
122.8 (CTAF) ①2480 **△**

HAWLY

4000
111°
(16.6)

Procedure NA for arrivals at HAWLY via V36 northwest bound.

ELEV 1403

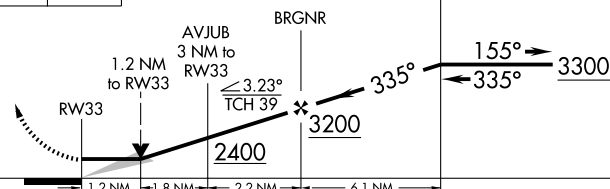
D

Procedure NA for arrival on HUG VOR/DME airway radials 314 CW 019.



3300 MUMVE VGSI and descent angles not coincident.

4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1800-1 410 (400-1)	1800-1½ 410 (400-1½)	1900-1½ 497 (500-1½)	1960-2 557 (600-2)
CIRCLING	1900-1 497 (500-1)			

REIL Rwy 15 and 33 ①
HIRL Rwy 15-33 ①

MONTICELLO, NEW YORK
Amdt 1 11FEB10

MONTICELLO/SULLIVAN COUNTY INTL (MSV)

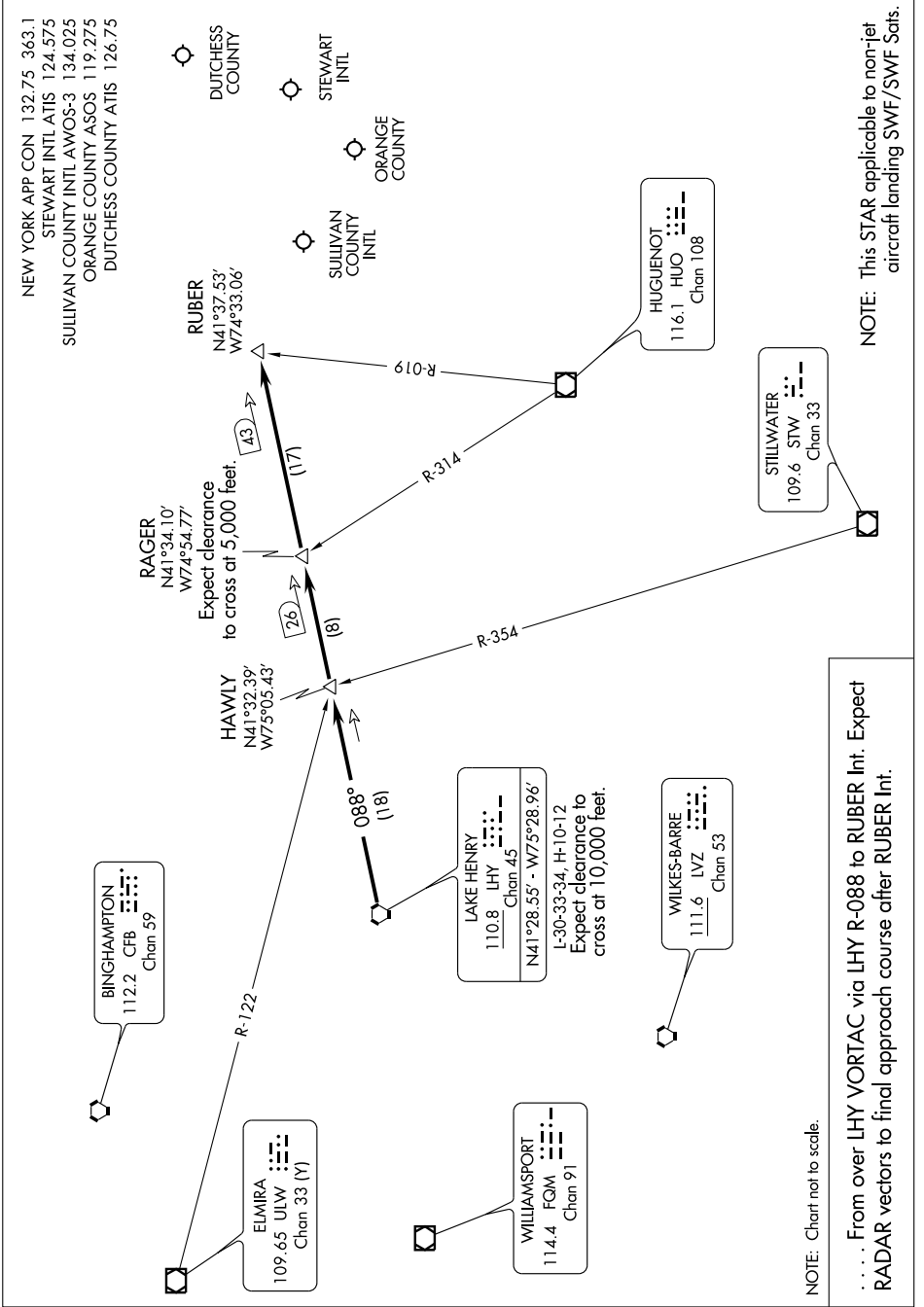
41°42'N - 74°48'W

RNAV (GPS) RWY 33

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

RUBER ONE ARRIVAL



RUBER ONE ARRIVAL

VOR/DME HUO
116.1
Chan 108

APP CRS
344°

Rwy Ldg 5700
TDZE 1390
Apt Elev 1403

VOR/DME RWY 33

MONTICELLO/SULLIVAN COUNTY INTL (MSV)



If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all MDAs 160 feet.

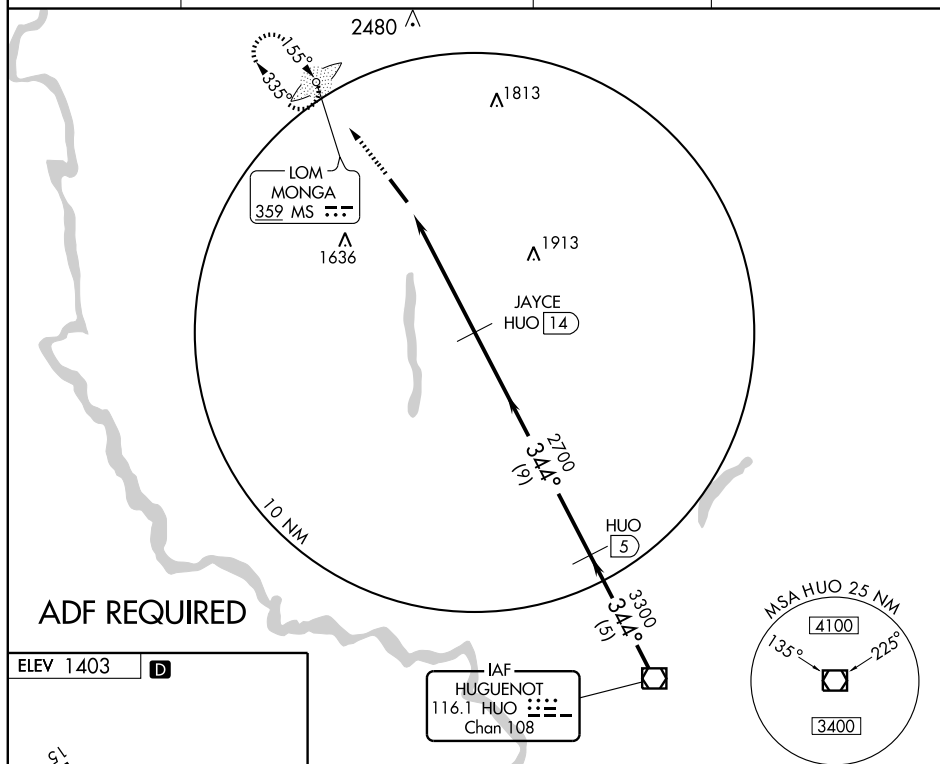
MISSED APPROACH: Climb to 4000 direct MS LOM and hold.

AWOS-3
124.725

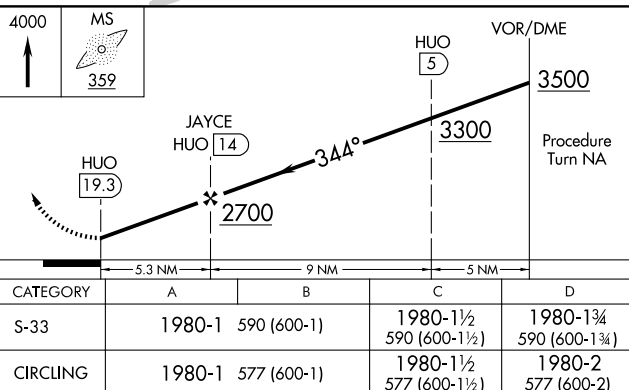
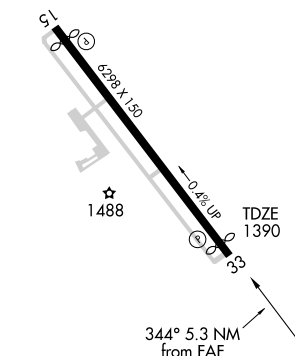
NEW YORK APP CON
132.75 363.1

CLNC DEL
121.6

UNICOM
122.8 (CTAF) 0



ELEV 1403



MONTICELLO, NEW YORK
Amdt 3 10210

MONTICELLO/SULLIVAN COUNTY INTL (MSV)

41°42'N - 74°48'W

VOR/DME RWY 33

AIRPORT DIAGRAM

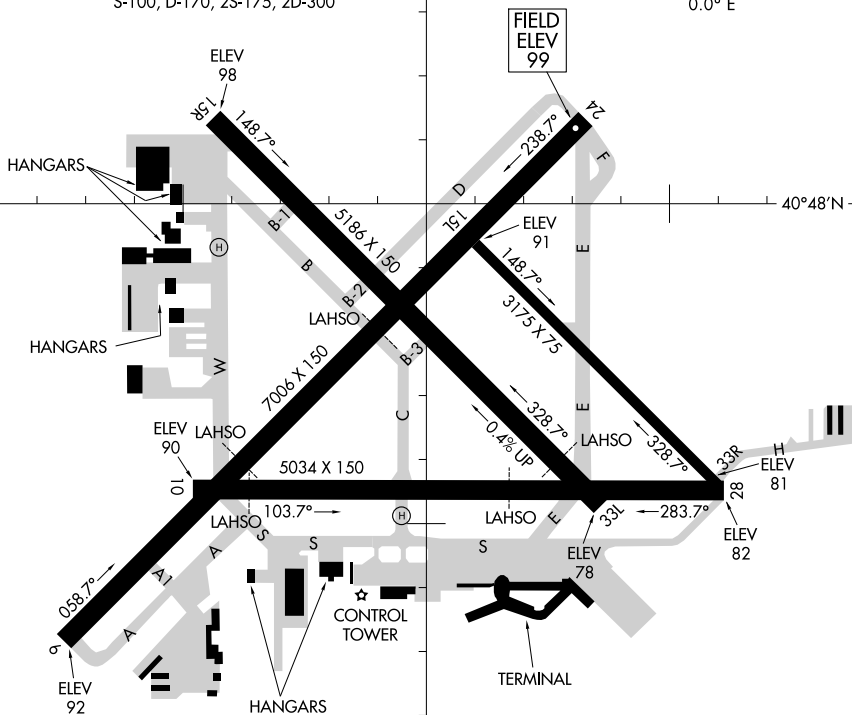
AL-948 (FAA)

ISLIP/LONG ISLAND MACARTHUR (ISP)
ISLIP, NEW YORK

ATIS
120.725
LONG ISLAND TOWER ★
119.3 335.5
GND CON
135.3
CLNC DEL
121.85

RWY 06-24
S-100, D-210, 2S-175, 2D-300
RWY 10-28
S-32, D-56, 2D-92
RWY 15L-33R
S-25
RWY 15R-33L
S-100, D-170, 2S-175, 2D-300

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

ISLIP, NEW YORK
ISLIP/LONG ISLAND MACARTHUR (ISP)

10210

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-ISP <u>108.3</u>	APP CRS 059°	Rwy Idg 7006 TDZE 94 Apt Elev 99
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ILS or LOC RWY 6

NEW YORK/LONG ISLAND MAC ARTHUR (ISP)

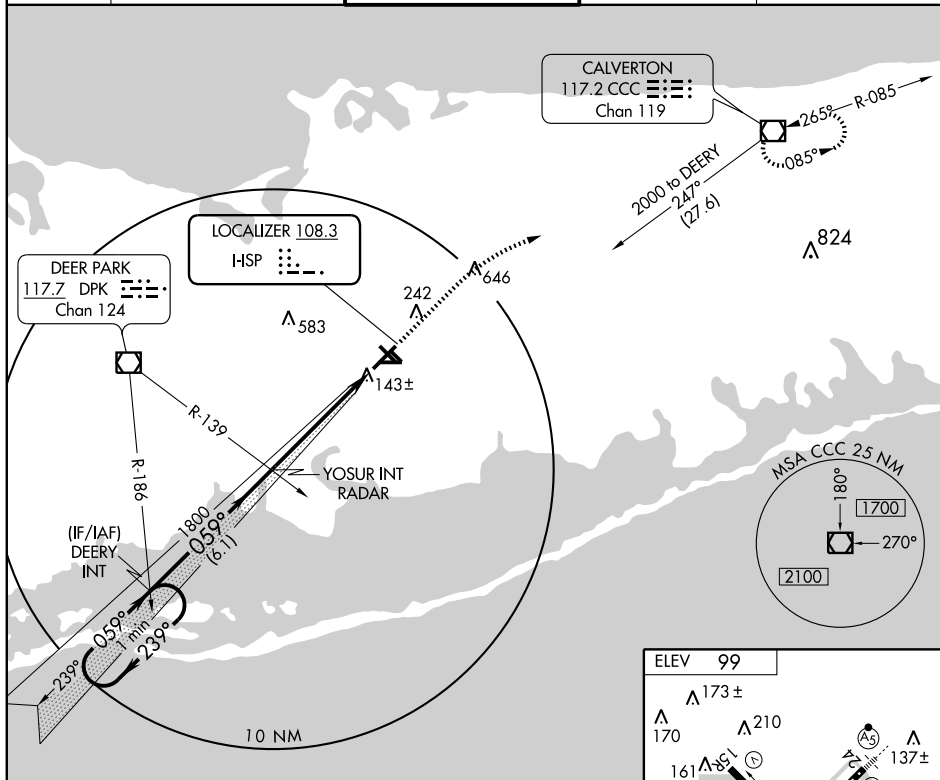
- T** When local altimeter setting not received, use Shirley altimeter setting and increase S-ILS 6 DA to 322 and all MDA 40 feet.
A For inoperative MALSR, increase S-LOC 6 Cat D visibility to RVR 5000.
** RVR 1800 authorized with the use of FD or or AP or HUD to DA.

MALSR

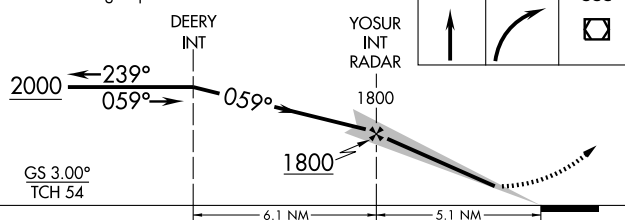


MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ATIS 120.725	NEW YORK APP CON 118.0 343.75	LONG ISLAND TOWER ★ 119.3 (CTAF) 0335.5	GND CON 135.3	CLNC DEL 121.85
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VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 6	**294/24 200(200-½)			
S-LOC 6	400-24 306 (400-½)			400/40 306 (400-¾)
CIRCLING	580-1 481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)	

NEW YORK, NEW YORK

Amdt 23 10266

NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

40°48'N - 73°06'W

ILS or LOC RWY 6

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 24

NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

LOC I-RXN	APP CRS	Rwy Idg	7006
108.3	239°	TDZE	99
		Apt Elev	99

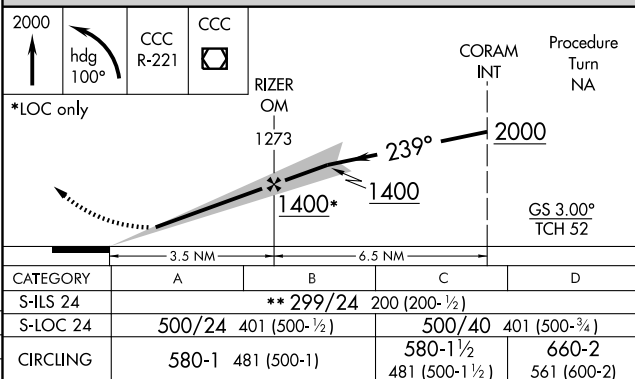
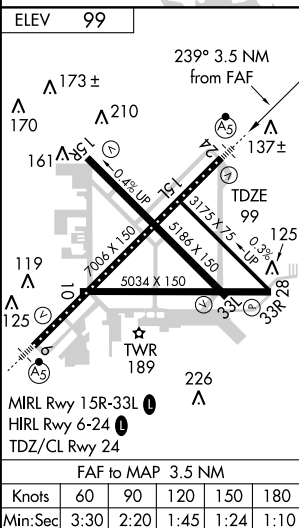
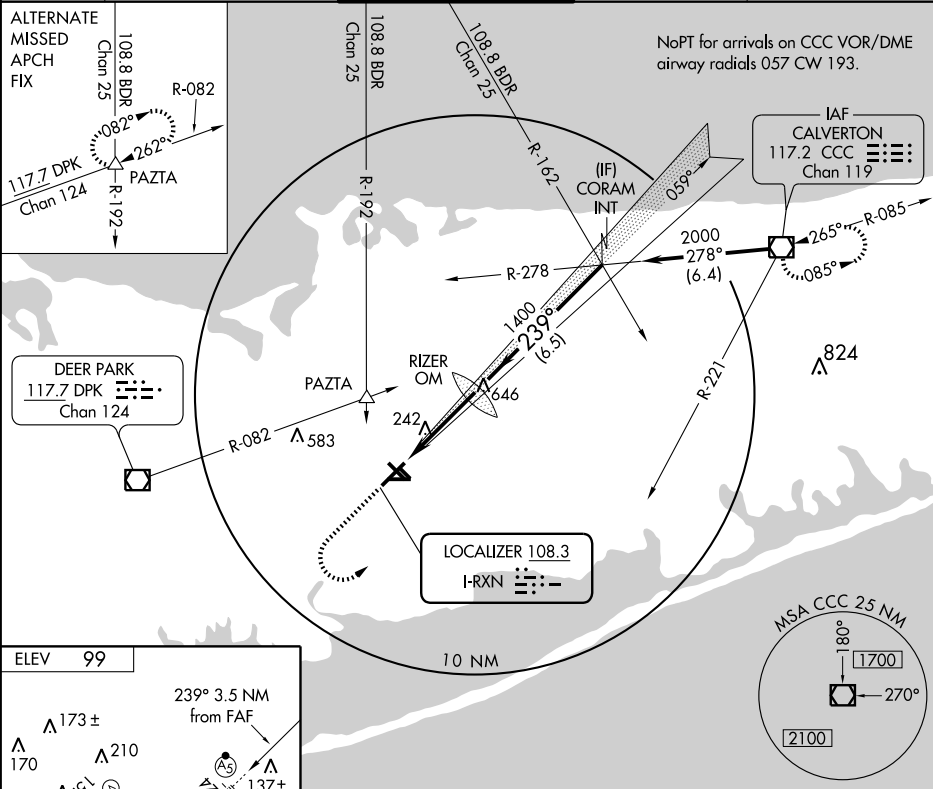
V **RVR 1800 authorized with the use of FD or AP or HUD to DA.
A When local altimeter setting not received, use Shirley altimeter setting and increase S-ILS 24 DA to 327 and all MDA 40 feet and increase S-LOC Cat D visibility to RVR 5000.

MALSR



MISSED APPROACH: Climb to 2000 then left turn via heading 100° and CCC R-221 to CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER*	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) 335.5	135.3	121.85



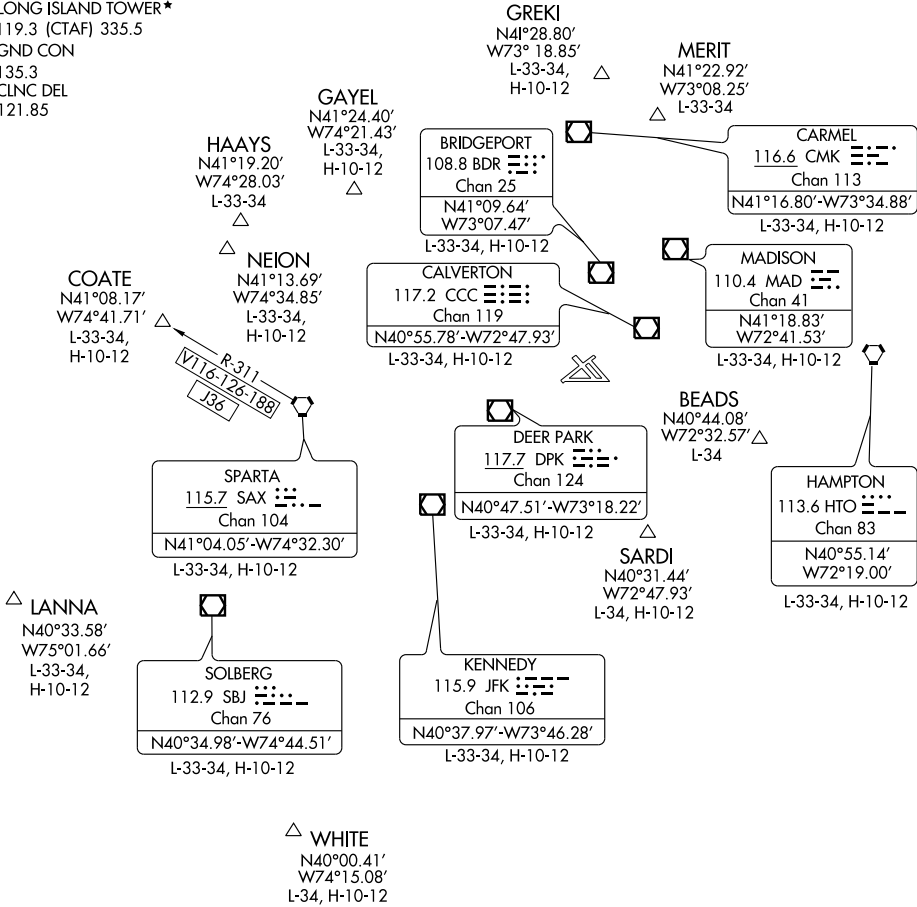
LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

ATIS 120.725
NEW YORK APP CON
118.0 343.75
LONG ISLAND TOWER*
119.3 (CTAF) 335.5
GND CON
135.3
CLNC DEL
121.85



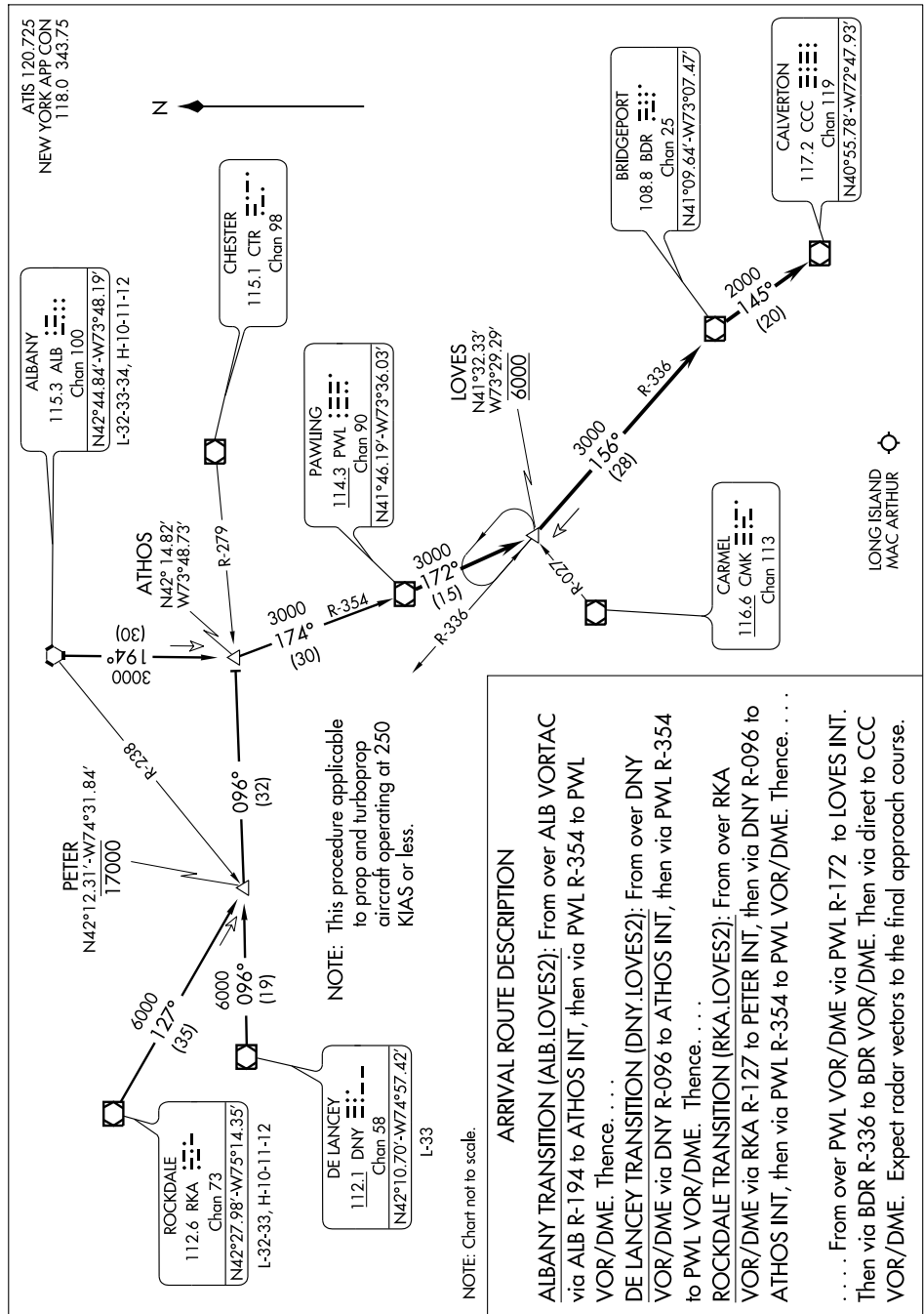
NOTE Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on runway heading. Thence via vectors to assigned route/fix. Maintain 3000', expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010

NDB RWY 6

NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

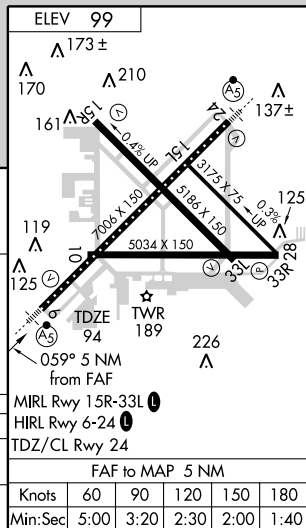
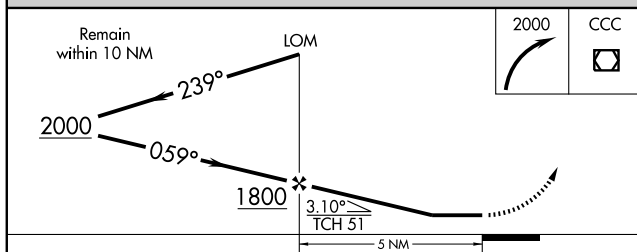
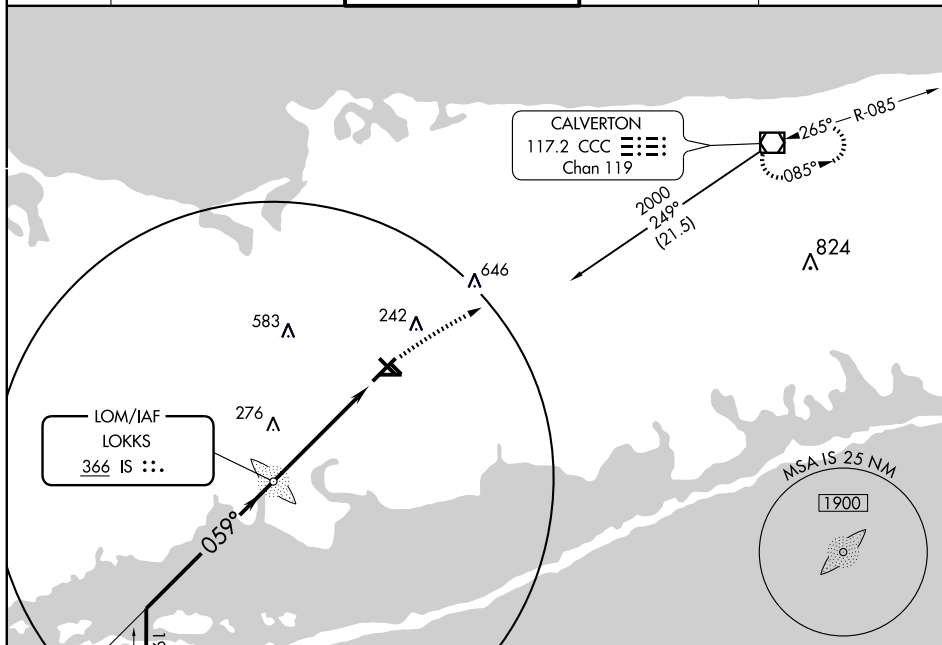
LOM IS 366	APP CRS 059°	Rwy Idg TDZE Apt Elev	7006 94 99
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V When local altimeter setting not received, use Shirley altimeter setting and increase all MDA 40 feet and increase S-6 Cat C and D visibility ¼.



MISSED APPROACH: Climbing right turn to 2000 direct CCC VOR/DME and hold.

ATIS 120.725	NEW YORK APP CON 118.0 343.75	LONG ISLAND TOWER★ 119.3 (CTAF) 335.5	GND CON 135.3	CLNC DEL 121.85
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CATEGORY	A	B	C	D
S-6	580/40	486 (500-¾)		580/60 486 (500-1¼)
CIRCLING	580-1	481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)

NEW YORK, NEW YORK

Amdt 20 10266

NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

40°48'N - 73°06'W

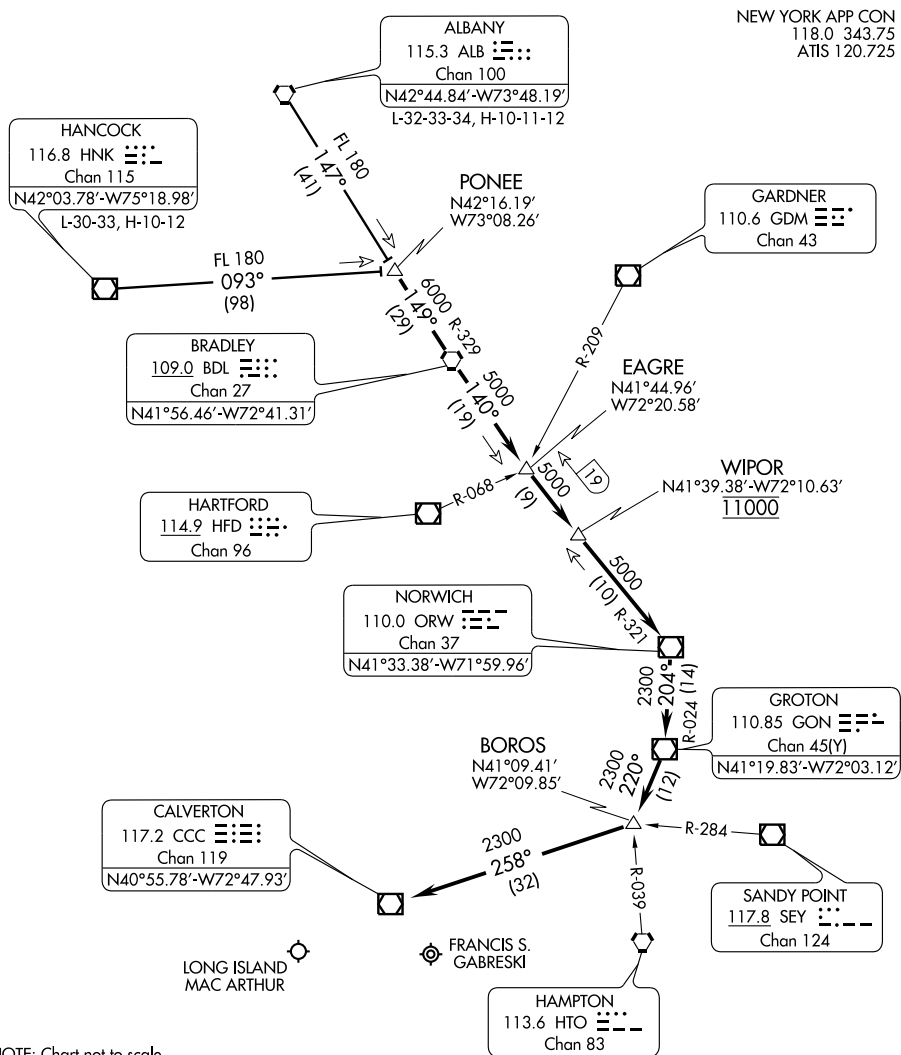
NDB RWY 6

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

PONEE TWO ARRIVAL

NEW YORK, NEW YORK



NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.PONEE2): From over ALB VORTAC via ALB R-147 to PONEE INT. Thence. . .

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . .

. . . . From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME.
Expect radar vectors to final approach course.

PONEE TWO ARRIVAL

(PONEE.PONEE2) 10266

NEW YORK, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 66010 W06A	APP CRS 059°	Rwy Idg TDZE 94 Apt Elev 99	7006
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RNAV (GPS) RWY 6

NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

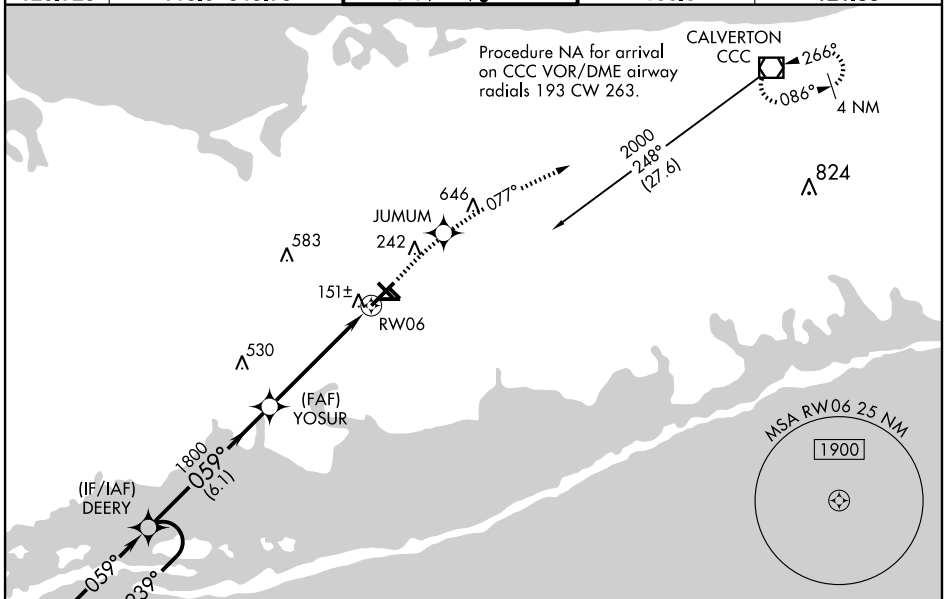
- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
 ▲ When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet.
 For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
 Baro-VNAV NA when using Shirley altimeter setting.
 VDP NA when using Shirley altimeter setting.

MALSR

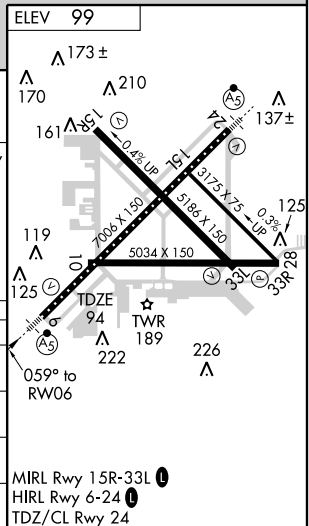


MISSED APPROACH: Climb to 2000 direct JUMUM and via 077° track to CCC VOR/DME and hold.

ATIS 120.725	NEW YORK APP CON 118.0 343.75	LONG ISLAND TOWER ★ 119.3 (CTAF) 335.5	GND CON 135.3	CLNC DEL 121.85
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident.		2000 ↑	JUMUM ✦	tr 077° ↗	CCC ☐
				*LNAV Only			
2000 ← 239° → 059°				YOSUR	*1.1 NM to RW06	RW06	
GS 3.00° TCH 54				1800			
				6.1 NM	4 NM	1.1	
CATEGORY	A	B	C	D			
LPV DA	294/24		200 (200-½)				
LNAV/ VNAV DA	451/40		357 (400-¾)				
LNAV MDA	500/24 406 (500-½)		500/40 406 (500-¾)		500/50 406 (500-1)		
CIRCLING	580-1 481 (500-1)		580-1½ 481 (500-1½)		660-2 561 (600-2)		



NEW YORK, NEW YORK

Orig-A 08APR10

NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

40°48'N - 73°06'W

RNAV (GPS) RWY 6

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82610 W24A	APP CRS 239°	Rwy Idg 7006 TDZE 99 Apt Elev 99
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RNAV (GPS) RWY 24

NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

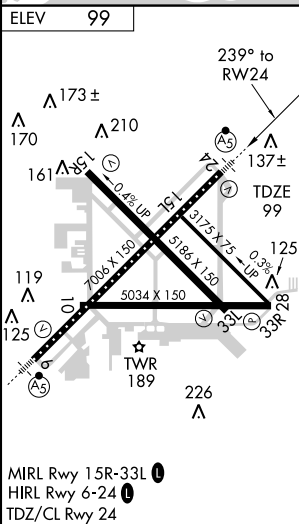
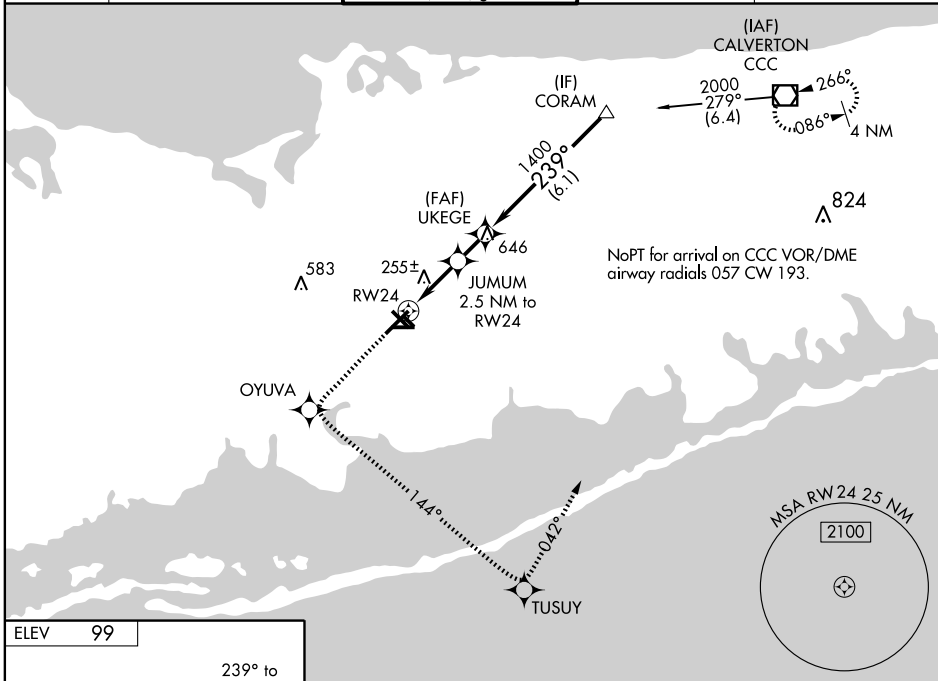
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet. For inoperative MALS R increase LNAV Cat D visibility to RVR 6000. Baro-VNAV NA when using Shirley altimeter setting. VDP NA when using Shirley altimeter setting.

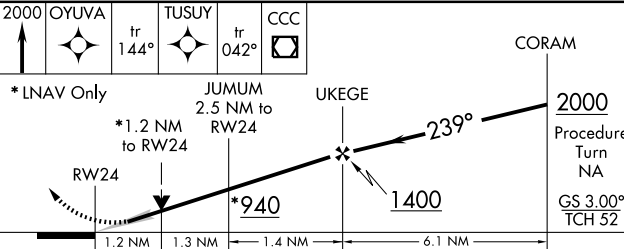
MALSR



MISSED APPROACH: Climb to 2000 direct OYUVA then via 144° track to TUSUY then via 042° track to CCC VOR/DME and hold.

ATIS 120.725	NEW YORK APP CON 118.0 343.75	LONG ISLAND TOWER★ 119.3(CTAF) 0 335.5	GND CON 135.3	CLNC DEL 121.85
-----------------	----------------------------------	---	------------------	--------------------



2000 ↑	OYUVA ✧	tr 144°	TUSUY ✧	tr 042°	CCC ◻				
* LNAV Only						CORAM 2000 Procedure Turn NA GS 3.00° TCH 52			
CATEGORY		A		B		C		D	
LPV DA		299/24		200 (200-½)					
LNAV/VNAV DA		593/60		494 (500-1¼)					
LNAV MDA		520/24	421 (500-½)	520/40	421 (500-¾)	520/50	421 (500-1)		
CIRCLING		580-1	481 (500-1)	580-1½	481 (500-1½)	660-2	561 (600-2)		

NEW YORK, NEW YORK
Orig 10266

NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

40°48'N - 73°06'W

RNAV (GPS) RWY 24

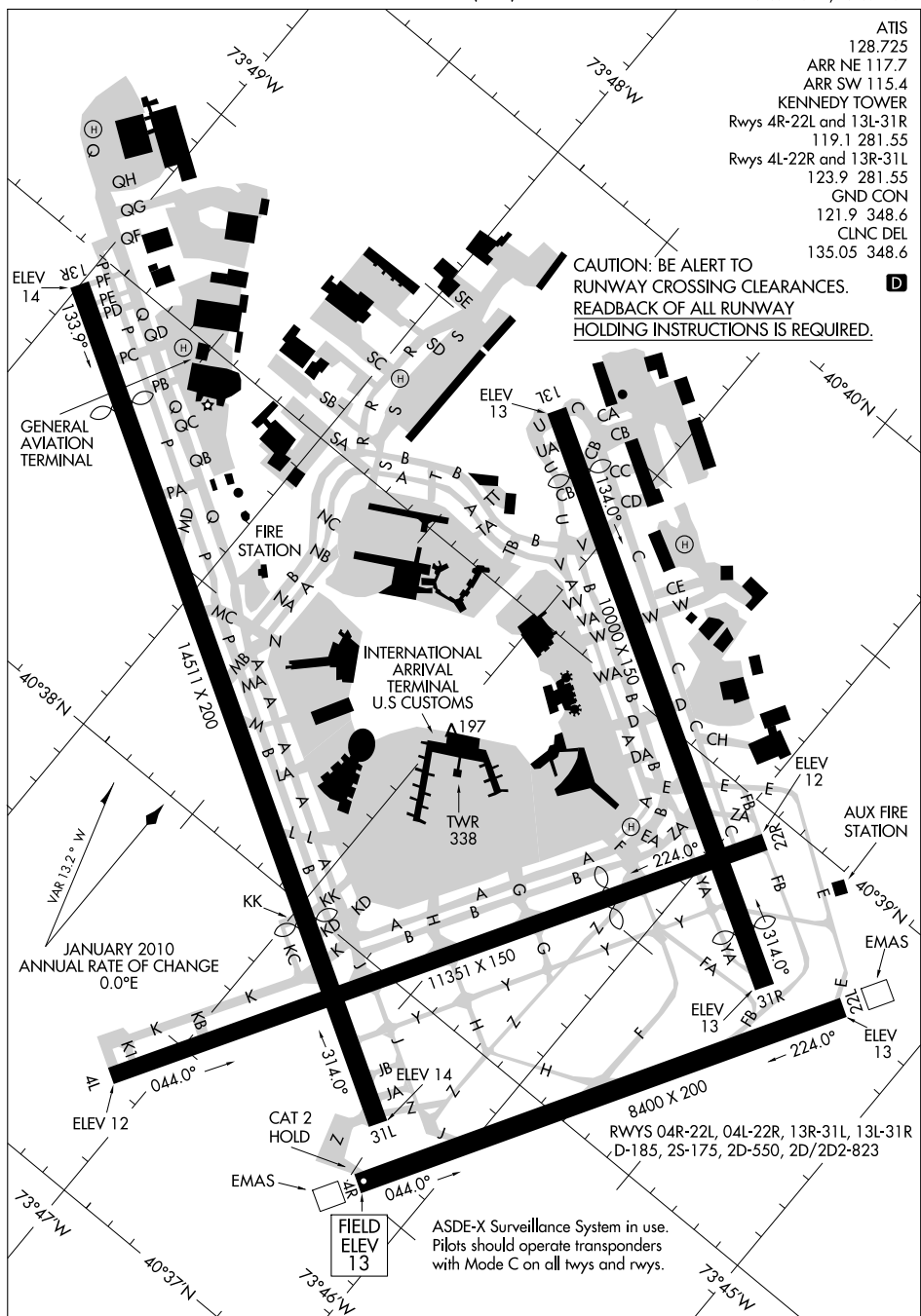
NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-610 (FAA)

NEW YORK / JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK



ATIS
 128.725
 ARR NE 117.7
 ARR SW 115.4
 KENNEDY TOWER
 Rwy 4R-22L and 13L-31R
 119.1 281.55
 Rwy 4L-22R and 13R-31L
 123.9 281.55
 GND CON
 121.9 348.6
 CLNC DEL
 135.05 348.6

NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NEW YORK, NEW YORK
NEW YORK / JOHN F. KENNEDY INTL (JFK)

JOHN F KENNEDY INTL (JFK) 13 SE UTC-5(-4DT) N40°38.39' W73°46.74'

13	B	S4	FUEL	100LL, JET A	OX 1, 3	LRA	Class I, ARFF Index E	NOTAM FILE JFK
----	---	----	-------------	--------------	---------	-----	-----------------------	----------------

RWY 13R-31L: H14511X200 (CONC-GRVD) D-185, 2S-175, 2D-550, 2D/2D2-823

H-10I, 12J, L-33B, 34H

NEW YORK

COPTER

IAP, AD

HIRL CL

RWY 13R: LDIN. Thld dspcd 2043'. Rgt tfc.

RWY 31L: MALSR. PAPI(P4L)—GA 3.0° TCH 67'. Thld dspcd 3263'.

RWY 04L-22R: H11351X150 (ASPH-CONC-GRVD) D-185, 2S-175.

2D-550, 2D/2D2-823 HIRL CL

RWY 04L: PAPI(P4L)—GA 3.0° TCH 72'.

RWY 22R: Thld dspld

2696'. Fence.

RWY 13L-31R: H10000X150 (ASPH-GRVD) D-185, 2S-175.

2D-550, 2D/2D2-823 HIRL CL

RWY 13L: LDIN, ALSF2, TDZL, VASI(V12)—GA 2.75° TCH 66', Thld

dsplcd 905'. Road. Rgt tfc.

RWY 31R: MALSR. TDZL. Thld dspld 1030'.

RWY 04R-22L: H8400X200 (ASPH-GRVD) D-185, 2S-175, 2D-550.

2D/2D2-823 HIRL CL

RWY 04R: ALSF2. TDZL.

RWY 22L: ALSF2, TDZL, PAPI(P4L)—GA 3.0° TCH 66'

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L: TORA-11351 TODA-11351 ASDA-11351 LDA-11351

RWY 04R: TORA-8400 TODA-8400 ASDA-8400 LDA-8400

RWY 13L: TORA-10000 TODA-10000 ASDA-10000 LDA-9095

RWY 13R: TORA-11248 TODA-11248 ASDA-11052 LDA-9009

RWY 22L: TORA-8400 TODA-8400 ASDA-8400 LDA-8400

RWY 22R: TORA-11351 TODA-11351 ASDA-11351 LDA-8655

RWY 31L: TORA-10925 TODA-10925 ASDA-10925

RWY 31R: TORA-10000 TODA-10000 ASDA-10000 LDA-8976

ARRESTING GEAR/SYSTEM

RWY 04R: FMS

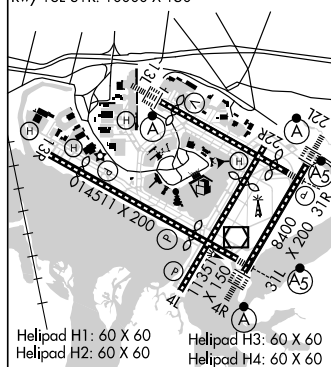
RWY 22L: EMAS

AIRPORT REMARKS: Special Air Traffic Rules—Part 93 High Density Arpt. Prior reservation required. See Aeronautical Information Manual. Attended continuously. Para-Sail and banner towing ops 1000 ft and bld in upper and lower New York bays including Rockaway inlet indef. For noise restrictions call 212-435-3685 during normal business hours. Flocks of birds on and in/ovf arpt. Rwy 22L ALSF2 NSTD lgt spacing. Rwy 22L PAPI horizontal offset 4° to left. Rwy 13L VASI unusable left side centerline. Lead-in Rwy 13L uses the 1000 ft light station of the approach light system only with CRI VOR approaches and is angled toward AQUEDUCT. Also 5 sequence flashing lgts from 1200 ft-2000 ft and a 5 sequence flashing lgts grouped approximately 1 mile from rwy plus 1 adjacent forming an approach gate are angled 35° south of Rwy 13L centerline designed to provide earlier ident of rwy environment. Lefferts Sections of Rwy 13L Lead-in system consists of 27 flashing lgts located 2500 ft to 3000 ft from Rwy 13L thld consists of six sequenced flashing lgts spaced 100 ft apart. Lgts monitored by ATCT.

Coded transponder required. General aviation t/c ops on UNICOM for parking directions. General Aviation: non based charter and non based commercial aircraft operators must make arrangements for fuel prior to arrival call 718-244-4111. Twy Q at Hangar 19 tow in/out only. Rwy 04L touchdown, and rollout rwy visual range avbl. Rwy 22R touchdown, and rollout rwy visual range avbl. Rwy 13L touchdown, and rollout rwy visual range avbl. Rwy 31R touchdown, and rollout rwy visual range avbl. ASDE-X surveillance system in use, pilots should operate transponders with MODE-C on all twys and rwys. Acft prohibited in the runup block areas at Twy Z. To be used for turn around only. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices-Intersection Departures During Period of Darkness.

WEATHER DATA SOURCES: ASOS (718) 656-0956. LLWAS.

Rwy 13L-31R: 10000 X 150



Helipad H1: 60 X 60
Helipad H2: 60 X 60

Helipad H3: 60 X 60
Helipad H4: 60 X 60

COMMUNICATIONS: D-ATIS ARR/DEP 128.725 D-ATIS ARR-SW 115.4 D-ATIS ARR-NE 117.7
UNICOM 122.95

® NEW YORK APP CON 127.4 134.35 132.4 126.8 123.7

KENNEDY TOWER 119.1 (Rwys 04R–22L and 13L–31R) 123.9 (Rwy 04L–22R and 13R–31L)

GND CON	121.9	121.65	CLNC DEL/PRE TAXI CLNC	135.05	GATE HOLD	125.05
---------	-------	--------	------------------------	--------	-----------	--------

NEW YORK DEP CON 135.9 134.35 124.75 123.7

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE JFK.

KENNEDY (H) VOR/DME 115.9 JFK Chan 106 N40°37.97' W73°46.28' at fld. 11/12W.

CANARSIE (T) VORW/DME 112.3 CRI Chan 70 N40°36.75' W73°53.67' 084° 5.5 to fld. 10/11W.

ILS/DME 109.5 I-JFK Chan 32 RWY 04R. Class IIIE. DME also serves Rwy 22R.

ILS/DME 110.9 I-IWY Chan 46 Rwy 22L.

ILS/DME 110.9 I-HIQ Chan 46 Rwy 04L. Class IE.

ILS 111.35 I-MOH Rwy 31L. Class IT.

ILS/DME 109.5 I-JOC Chan 32 Rwy 22R. (LOC only). DME also serves Rwy 04R.

ILS 111.5 I-RTH Chan 52 Rwy 31R. LOC unusable byd 15° left side of course.

ILS 111.5 I-TLK Chan 52 Rwy 13L. Class IIE. LOC unusable byd 11 DME.

COMM/NAV/WEATHER REMARKS: Use CAUTION for possible radio interference or false instructions on twr frequencies.

HELIPAD H1: H60X60 (ASPH)

HELIPAD H2: H60X60 (ASPH) PERIMETER LGTS

HELIPAD H3: H60X60 (ASPH) PERIMETER LGTS

HELIPAD H4: H60X60 (ASPH) PERIMETER LGTS

HELIPORT REMARKS: Helipad H1 dalgt hrs only. Helipad H1 located on Twy SC adjacent to Twy R. Helipad H2 located on Twy EA between Twys A and B. Helipad H3 located at Bldg 145 general aviation terminal ramp. H4 CLOSED indef. Heliport located northwest end of Twy Q adjacent to Hangar 19.

BELMONT VISUAL RWY 22L

AL-610 (FAA)

NEW YORK/ JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK

ATIS 128.725

(NE) 117.7

(SW) 115.4

NEW YORK APP CON

127.4 269.0

KENNEDY TOWER

Rwys 4R/22L and 13L/31R

119.1 281.55

Rwys 4L/22R and 13R/31L

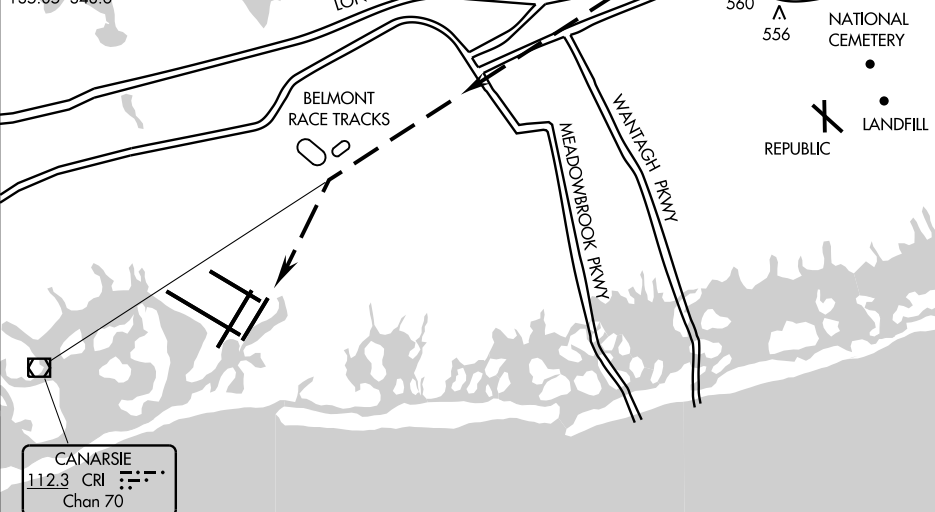
123.9 281.55

GND CON

121.9 348.6

CLNC DEL

135.05 348.6



CANARSIE
112.3 CRI
Chan 70

RADAR REQUIRED

Weather minimums: 3500 feet ceiling and 5 mile visibility.

NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
----	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

BELMONT VISUAL RUNWAY 22L

When cleared for the Belmont Visual Approach to Runway 22L, follow the Long Island Expressway westbound until intercepting CRI R-068 at 3000'. Navigate on CRI R-068 till abeam Belmont Race Track at 1600'. Remain east of Belmont Race Track and proceed direct to JFK Runway 22L.

BETTE THREE DEPARTURE

SL-610 (FAA)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010

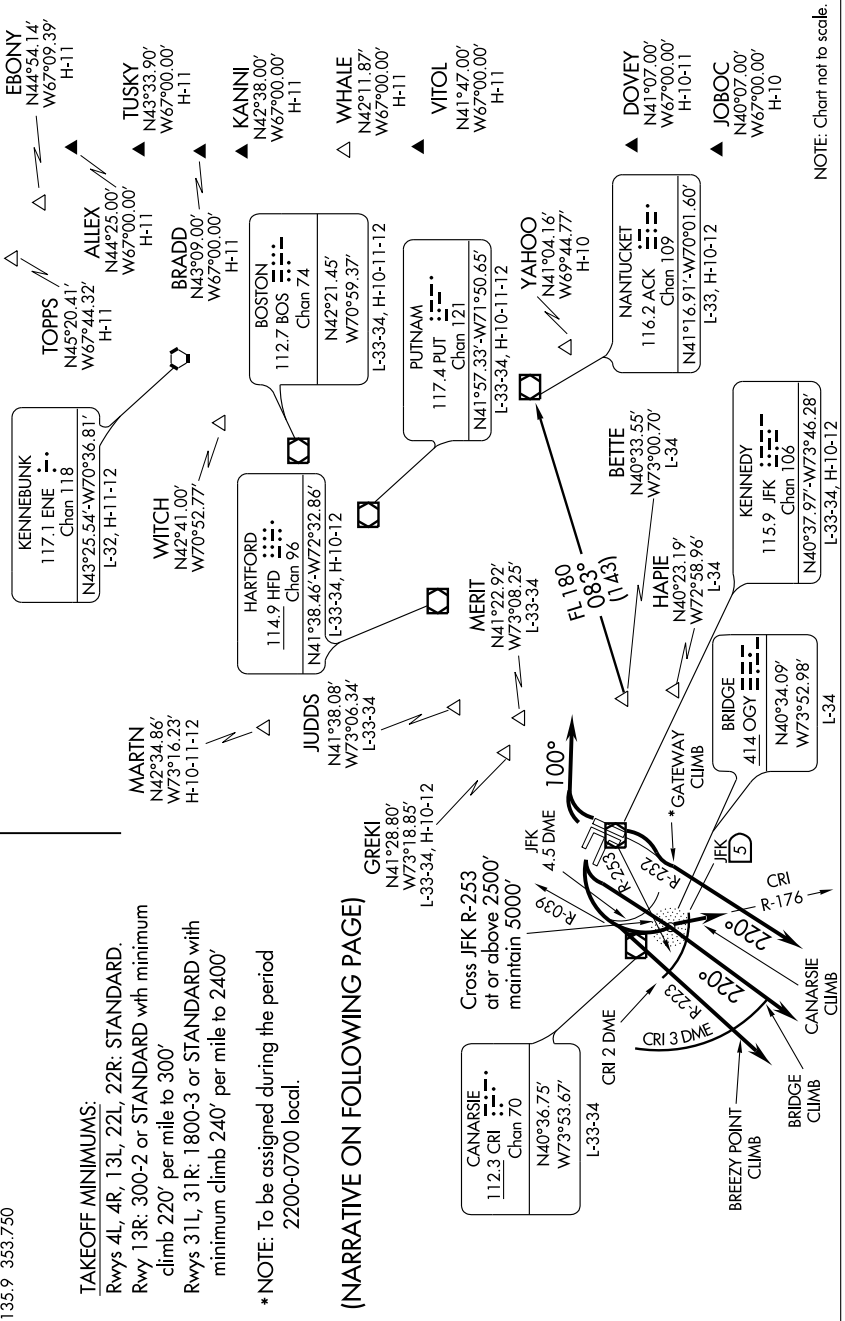
ATIS
128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum
climb 220' per mile to 300'
Rwys 31L, 31R: 1800-3 or STANDARD with
minimum climb 240' per mile to 2400'

*NOTE: To be assigned during the period
2200-0700 local.

(NARRATIVE ON FOLLOWING PAGE)



NE-2, 21 OCT 2010 to 18 NOV 2010

BETTE THREE DEPARTURE

NEW YORK, NEW YORK

NEW YORK / JOHN F. KENNEDY INTL (JFK)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.

TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.

* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

NANTUCKET TRANSITION (BETTE3.ACK): From over BETTE INT to ACK VOR/DME.

BETTE: Via radar vectors to BETTE direct ACK VOR/DME. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerlines. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65

ROBBINSVILLE
113.8 RBV
Chan 85

COYLE
113.4 CYN
Chan 81

ATLANTIC CITY
108.6 ACY
Chan 23

SEA ISLE
114.8 SIE
Chan 95
N39°05.73'
W74°48.02'
L-34, H-10-12

JOHN F. KENNEDY INTL

REPUBLIC

DEER PARK
117.7 DPK
Chan 124

R-221

R-121

R-143

R-135

R-162

R-124

BOTON
N39°24.87'
W74°27.29'

PANZE
N39°40.56'
W74°10.09'

HOGGS
N39°34.97'-W74°16.24'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at FL 180
or lowest usable Flight Level.

KARRS
N39°50.45'
W73°59.16'

CAMRN
N40°01.04'-W73°51.66'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 11,000'
and 250 Kts.

Note: STAR applicable to Turbojet
aircraft only.

NOTE: Chart not to scale.

From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar
vectors to final approach fix in use.

CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

COPTER RNAV (GPS) 028°

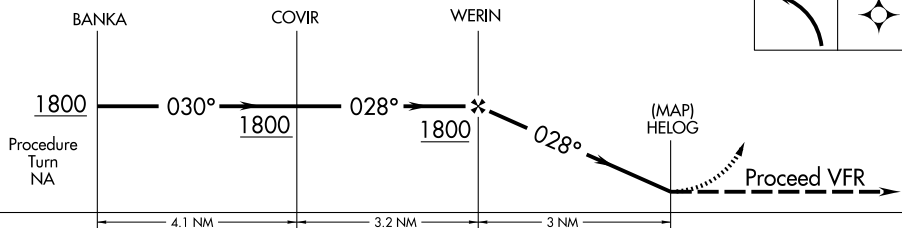
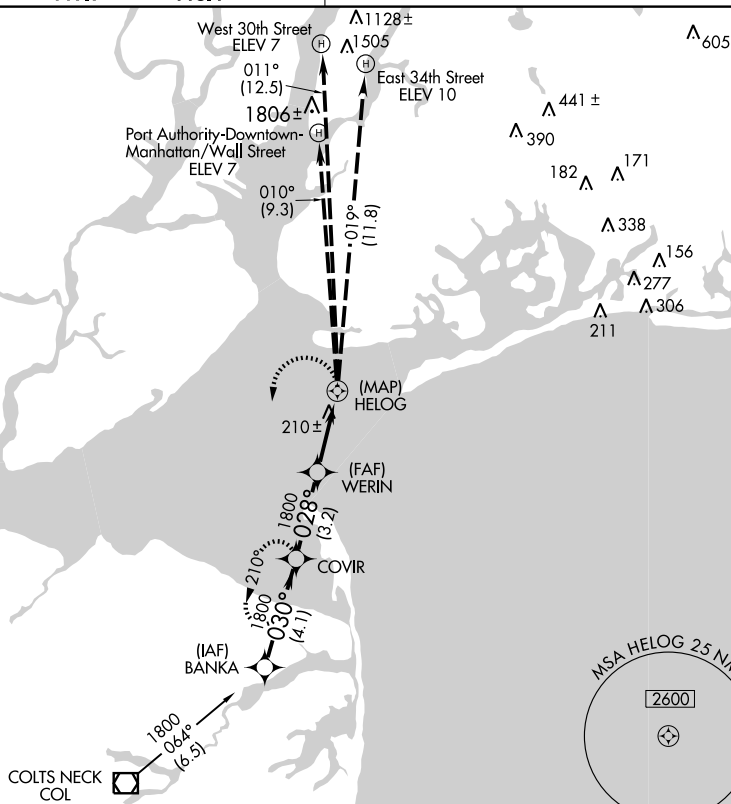
NEW YORK/ JOHN F. KENNEDY INTL (JFK)

NA Proceed VFR from HELOG WP or conduct the specified missed approach.
Limit final and missed approach airspeed to 70 KIAS.
Use John F. Kennedy Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 1800
direct COVIR WP and hold.

ATIS
ARR-NE
128.725
ARR-SW
117.7
115.4

NEW YORK APP CON
127.4 **269.0**



CATEGORY
H-028°

COPTER
500- $\frac{3}{4}$ 467 (500- $\frac{3}{4}$)

NEW YORK, NEW YORK

Orig-A 10210

NEW YORK/ JOHN F. KENNEDY INTL (JFK)

40°38'N - 73°47'W

COPTER RNAV (GPS) 028°

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

GREKI THREE DEPARTURE

SL-610 (FAA)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

ATIS	128.7
CLINC	135.0
NEW	135.9

(NARRATIVE ON FOLLOWING PAGE)

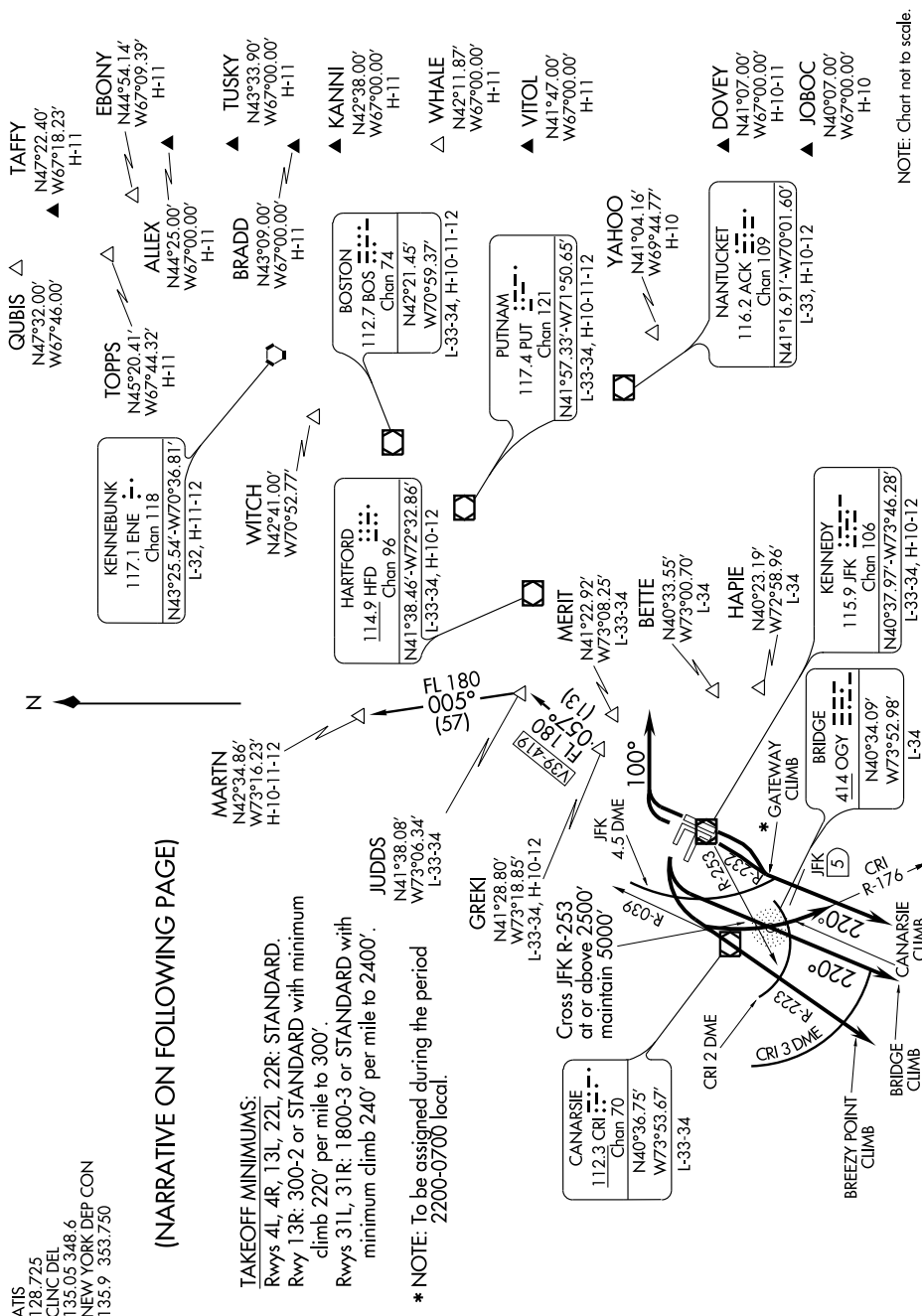
TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.

Rwy 13R: 300-2 or STANDARD with minimum climb 220' per mile to 300'

Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240' per mile to 2400'.

*** NOTE:** To be assigned during the period 2200-0700 local.



NOTE: Chart not to scale.

GREKI THREE DEPARTURE

(GREKI3.GREKI) 10210

NEW YORK, NEW YORK

NEW YORK / JOHN F. KENNEDY INTL (JFK)

GREKI THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.

TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet,

* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

MARTN TRANSITION (GREKI3.MARTN): From over GREKI INT to JUDDS INT, then to MARTN INT.

GREKI: Via radar vectors to GREKI direct JUDDS direct MARTN. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

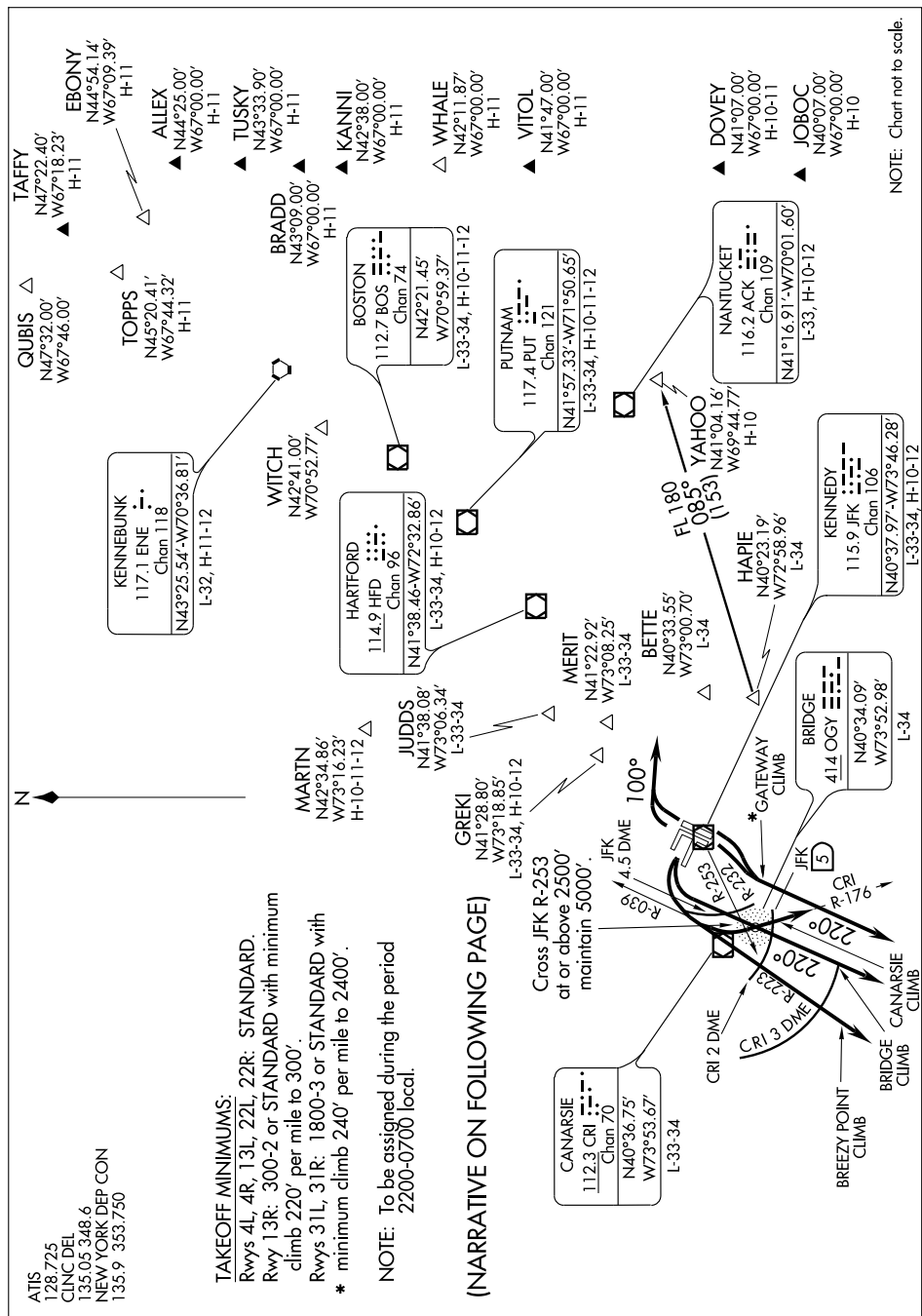
HAPIE THREE DEPARTURE

SL-610 (FAA)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.

TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.

* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

YAHOO TRANSITION (HAPIE3.YAHOO): From over HAPIE INT to YAHOO INT.

HAPIE: Via radar vectors to HAPIE direct YAHOO INT. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

LOC/DME I-TLK <u>111.5</u> Chan 52	APP CRS 135°	Rwy Idg 9095 TDZE 13 Apt Elev 13
--	------------------------	---

ILS or LOC RWY 13L

NEW YORK / JOHN F. KENNEDY INTL (JFK)



ALSF-2



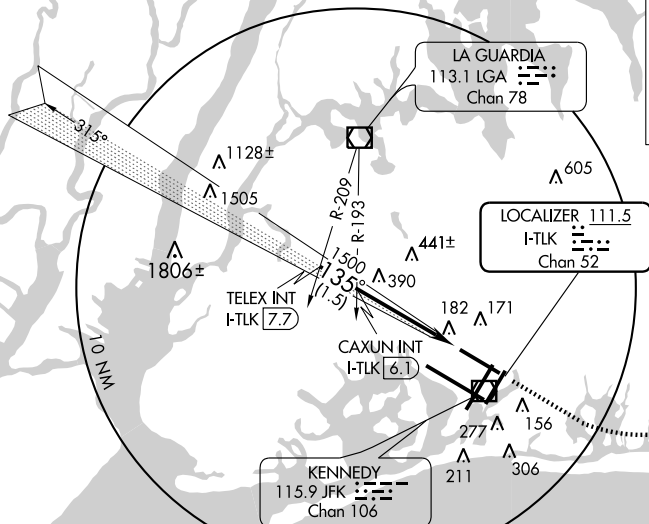
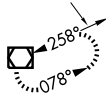
MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct to DPK VOR/DME and hold.

ATIS (ARR-NE) (ARR-SW)			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
					Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6

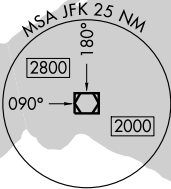
MISSED APCH FIX

DEER PARK
DPK 117.7
Chan 124

R-078



RADAR REQUIRED



VGSI and ILS glidepath not coincident.

600

400C

DPK

TELEX INT
I-TLK 7.7CAXUN INT
I-TIK 61

1800 — 135°
00°
58 150

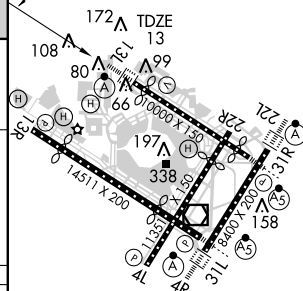
GS 3.00'
TCH 58

CATEGORY	A	B	C	D
S-ILS 13L	218/18 205 (300-½)			
S-LOC 13L	680/24	667 (700-½)	680/60 667 (700-1¼)	680-1½ 667 (700-1½)
CIRCLING	680-1	667 (700-1)	680-1¾ 667 (700-1¾)	680-2 667 (700-2)

ELEV 13

D

135° 4.4 NM
/ from FAF



HIRL all Rwys

TDZ/CL Rwy's 4R, 13L, 31R and 22L

FAF to MAP 44

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NEW YORK, NEW YORK

Amdt 16B 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)

40°38'N - 73°47'W

ILS or LOC RWY 13L

LOC/DME I-IWY 110.9 Chan 46	APP CRS 225°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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ILS or LOC RWY 22L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

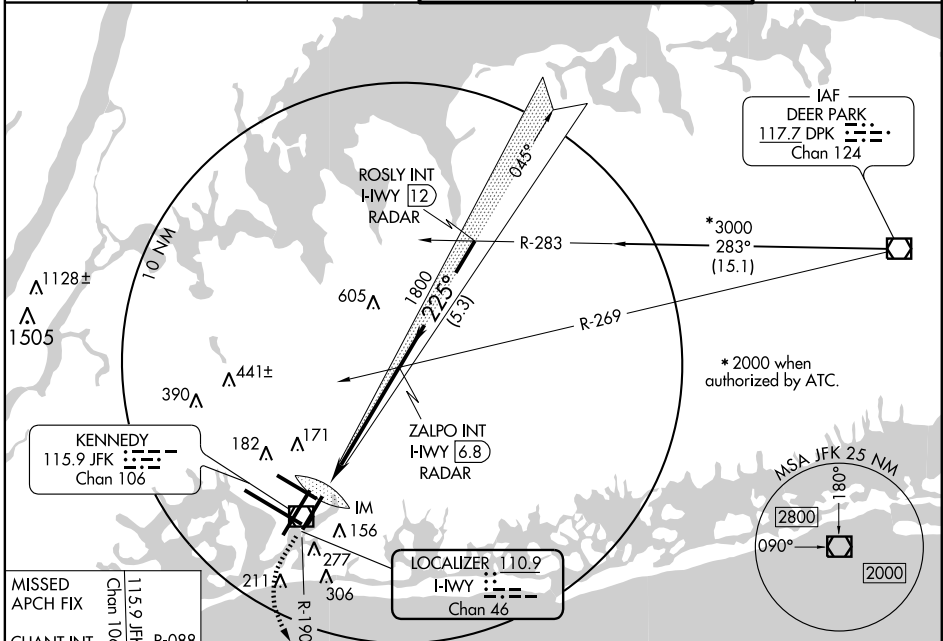


ALSF-2



MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

ATIS (ARR-NE) (ARR-SW)		NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6



NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

Diagram illustrating a 190° turn from Chant Int Jfk to Missed APCH Fix. The turn is indicated by a curved arrow labeled 190°. The initial heading is 113.8 RBV (Chant Int Jfk). The final heading is 115.9 Jfk (Missed APCH Fix). The turn is labeled R-190.

Figure 1: Sample flight profile. The diagram illustrates a flight path with various waypoints and distances. Key elements include:

- Waypoints:** 500, 3000, CHANT INT, ZALPO INT I-WY 6.8, ROSLY INT I-WY 12, Procedure Turn NA, 3000*, 1800, GS 3.00° TCH 53.
- Distances:** 5.2 NM, 5.3 NM.
- Angles:** 225°.
- Other Labels:** JFK R-190, I-WY 1.4, IM, * 2000 when authorized by ATC.

CATEGORY	A	B	C	D
S-ILS 22L	213/18		200 (200-½)	
S-LOC 22L	460/24	447 (500-½)	460/40 447 (500-¾)	460/50 447 (500-1)
CIRCLING	640-1	627 (700-1)	640-1 ¾ 627 (700-1¾)	640-2 627 (700-2)

ELEV 13

225° 5.4 NM from FAF

TDZE 13

HIRL all Rwy's

TDZ/CL Rwy's 4R, 13L, 31R and 22L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NEW YORK, NEW YORK

Amdt 24A 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)

ILS or LOC RWY 22L

40°38'N - 73°47'W

LOC I-MOH 111.35	APP CRS 315°	Rwy Idg TDZE 13 Apt Elev 13
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ILS or LOC RWY 31L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

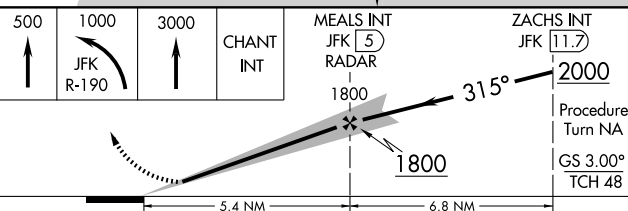
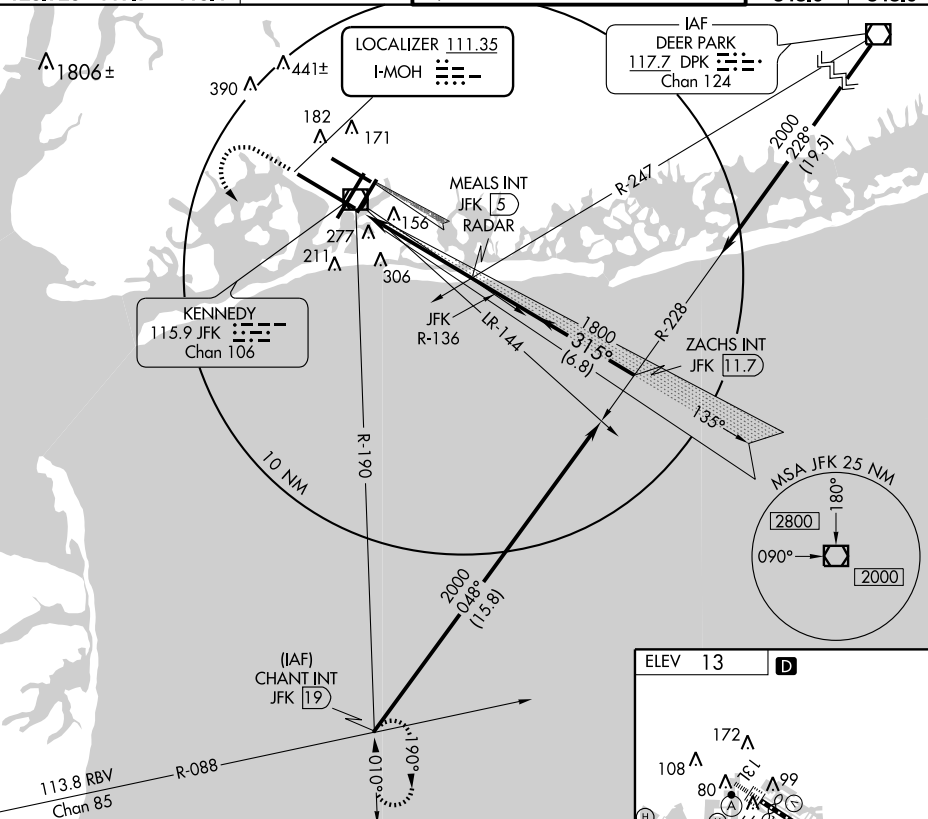
- Simultaneous approach authorized with Rwy 31R.
DME from JFK VOR/DME.
LOC procedure NA during simultaneous operations.

MALSR

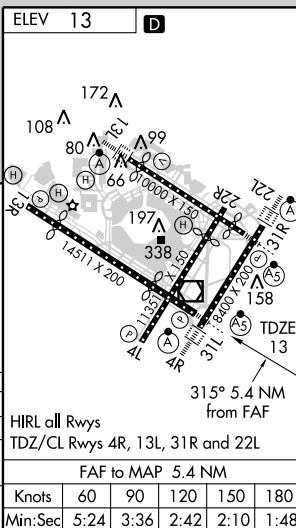


MISSED APPROACH: Climb to 500 then climbing left turn to 1000 until intercepting JFK R-190, then climb to 3000 via JFK R-190 to CHANT INT/JFK 19 DME and hold.

ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
128.725 117.7 115.4	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6



CATEGORY	A	B	C	D
S-ILS 31L		213/40	200 (200-¾)	
S-LOC 31L	440/50	427 (500-1)	440/60 427 (500-1½)	440-1½ 427 (500-1½)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)



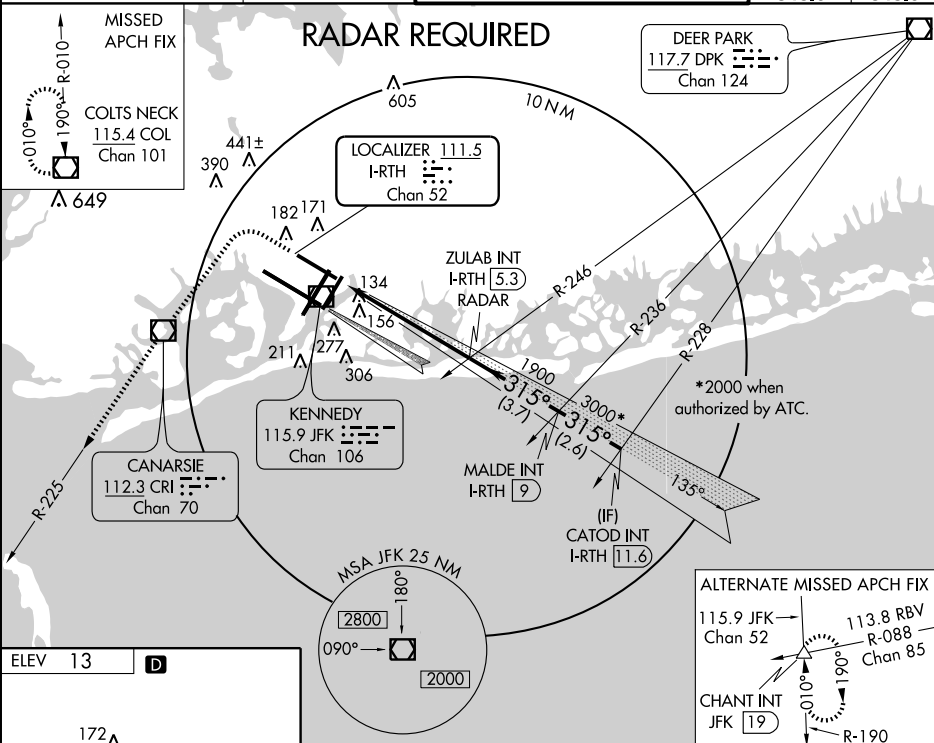
LOC/DME I-RTH 111.5 Chan 52	APP CRS 315°	Rwy Idg 8970 TDZE 13 Apt Elev 13
---	------------------------	---

ILS or LOC RWY 31R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

V A Simultaneous approach authorized with Rwy 31L. LOC procedure NA during simultaneous operations.	MALSR 	MISSED APPROACH: Climb to 1800 then climbing left turn to 2000 direct CRI VOR/DME then climb to 4000 via CRI VOR/DME R-225 to COL VOR/DME and hold.
---	------------------	--

ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 127.4 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 348.6	CLNC DEL 135.05 348.6
--	---	--	--------------------------------------	--



1800

↑

2000

↶

CRI

□

4000

↑

CRI R-225

COL

□

MALDE INT I-RTH

9

CATOD INT I-RTH

11.6

Procedure

Turn NA

ZULAB INT I-RTH

5.3

RADAR

1900

I-RTH

0.8

315°

3000*

3000*

1900

* 2000 when authorized by ATC.

GS 3.00°

TCH 49

1.2

4.5 NM

3.7 NM

2.6 NM

CATEGORY	A	B	C	D
S-ILS 31R	213/18 200 (200-½)			
S-LOC 31R	440/24	427 (500-½)	440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	640-1	627 (700-1)	640-1¼ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

HIRL all Rwys

TDZ/CL Rwys 4R, 13L, 31R and 22L

LOC/DME I-HIQ	APP CRS	Rwy Idg 11351
<u>110.9</u>	045°	TDZE 12
Chan 46		Apt Elev 13

ILS RWY 4L

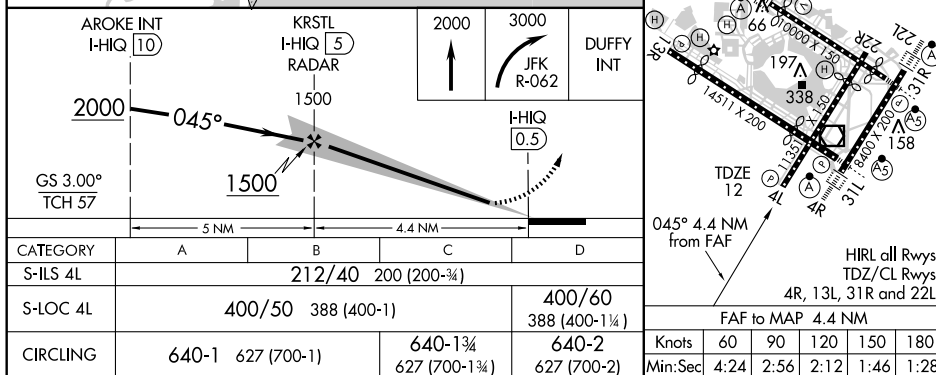
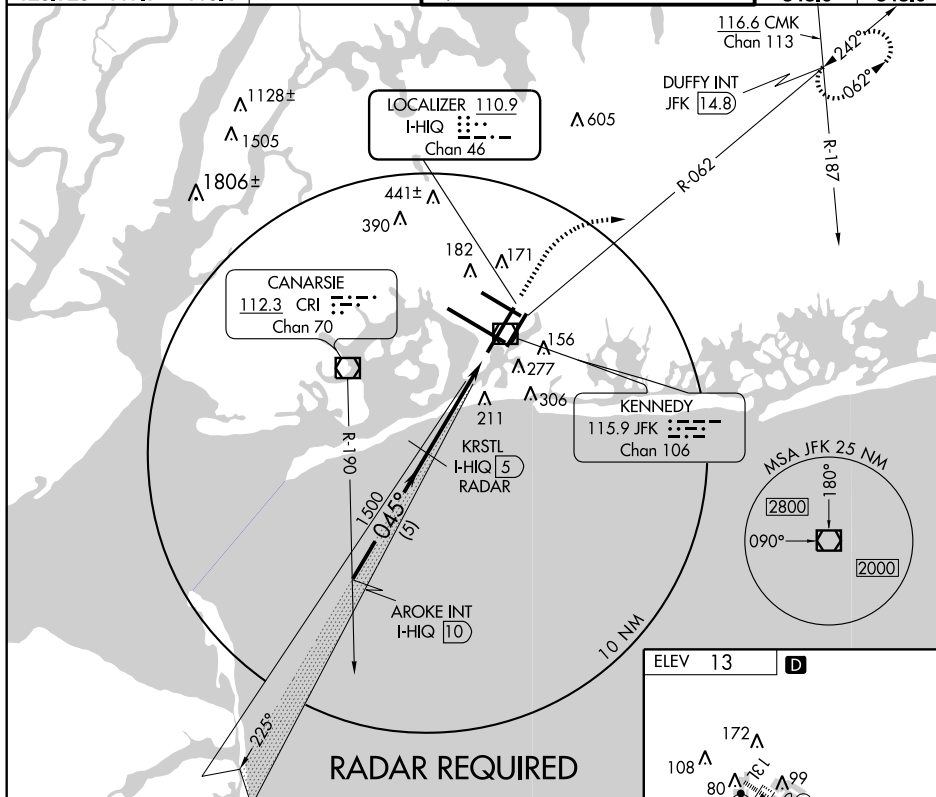
NEW YORK / JOHN F. KENNEDY INTL (JFK)



Radar or DME Required for S-LOC 4L.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via JFK R-062 to DUFFY INT/JFK 14.8 DME and hold.

ATIS (ARR-NE) (ARR-SW)		NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6



NEW YORK, NEW YORK

Amdt 10A 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)

ILS RWY 4L

40°38'N - 73°47'W

NE-2. 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

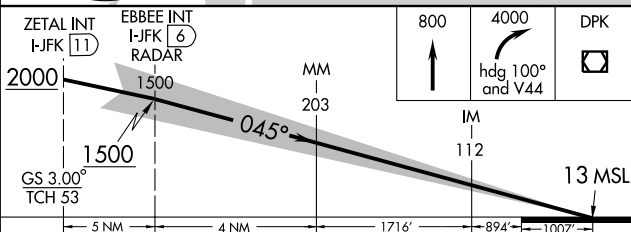
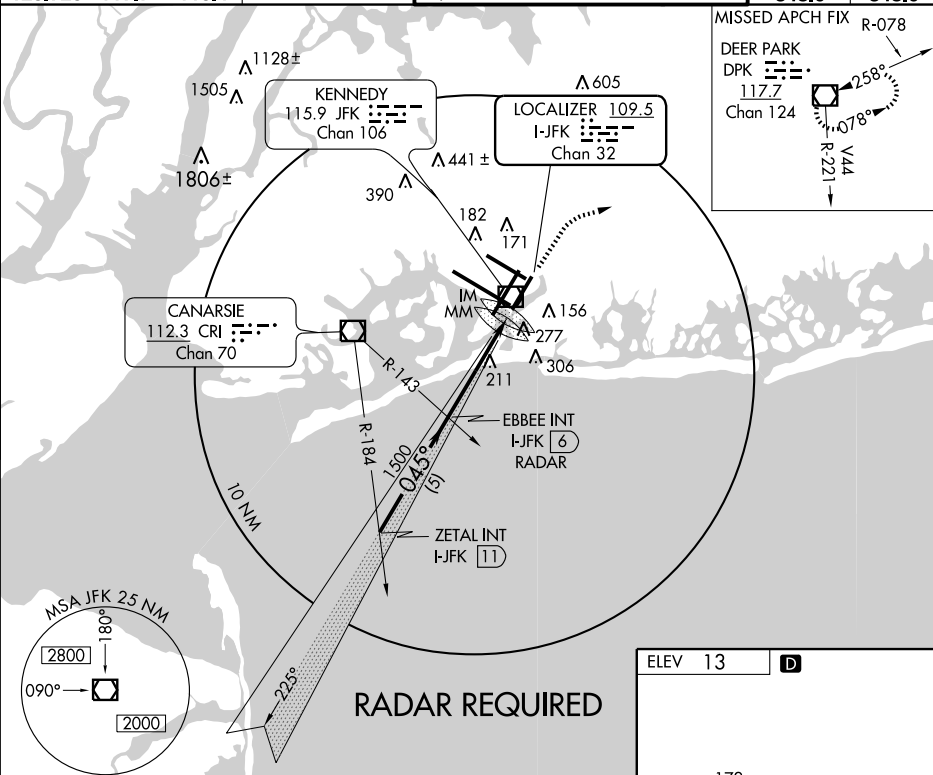
LOC/DME I-JFK 109.5 Chan 32	APP CRS 045°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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ILS RWY 4R (CAT III)

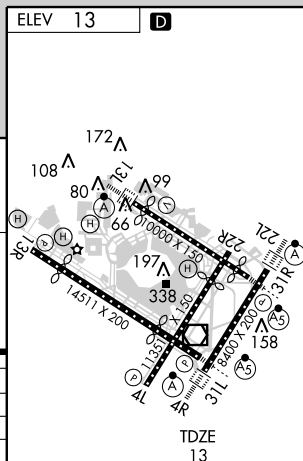
NEW YORK / JOHN F. KENNEDY INTL (JFK)

 	ALSF-2 	MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.
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ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
128,725 117.7 115.4	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6



CATEGORY	A	B	C	D
S-ILS 4R		CAT IIIa	RVR 07	
S-ILS 4R		CAT IIIb	RVR 06	



CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-JFK	APP CRS	Rwy Idg	8400
109.5	045°	TDZE	13
Chan 32		Apt Elev	13

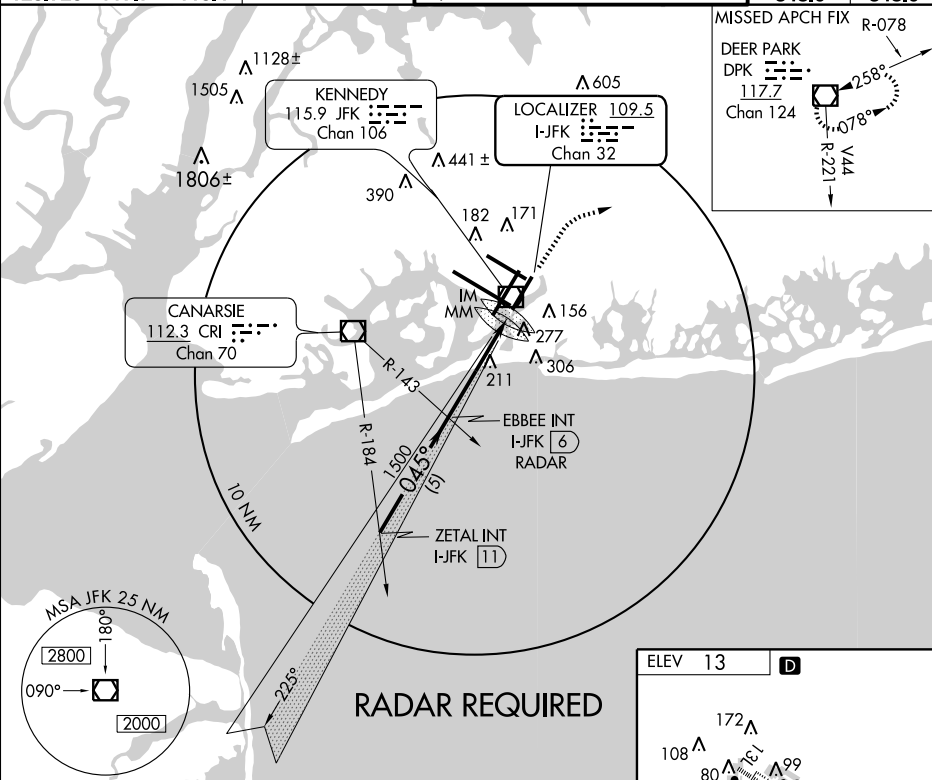
ILS RWY 4R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

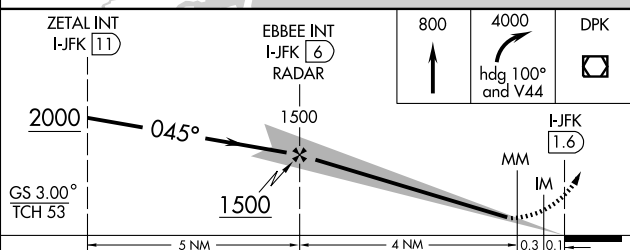


MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

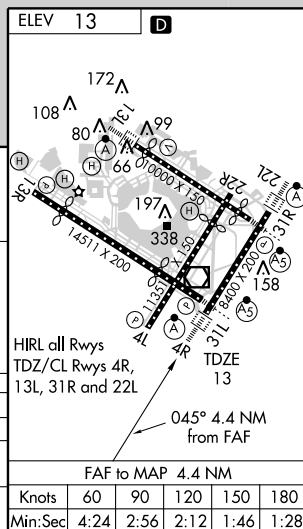
ATIS (ARR-NE) (ARR-SW)			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
128,725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9	135.05
					Rwys 4L/22R and 13R/31L	123.9 281.55	348.6	348.6



RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 4R	213/18		200 (200-½)	
S-LOC 4R	540/24	527 (600-½)	540/50 527 (600-1)	540/60 527 (600-1¼)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)



LOC/DME I-HWY 110.9 Chan 46	APP CRS 225°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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ILS RWY 22L (CAT II)

NEW YORK / JOHN F. KENNEDY INTL (JFK)



ALSF-2



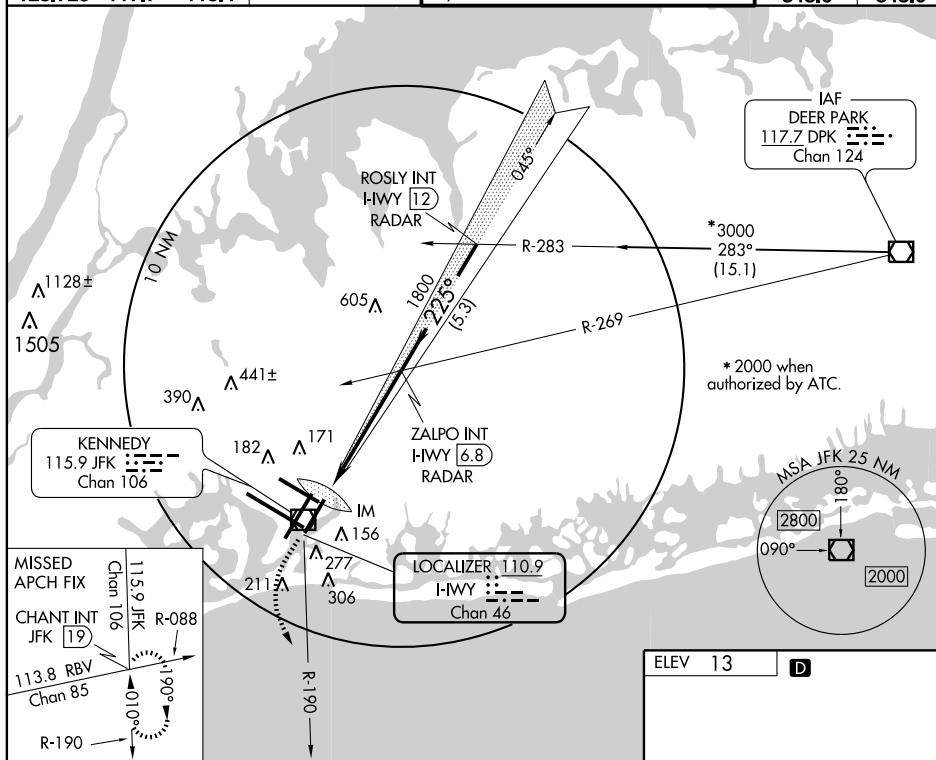
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

	ATIS	
	(ARR-NE)	(ARR-SW)
128.725	117.7	115.4

NEW YORK APP CON	
127.4	269.0

KENNEDY TOWER			
Rwys 4R/22L and 13L/31R	119.1	281.55	
Rwys 4L/22R and 13R/31L	123.9	281.55	

GND CON	CLNC DEL
121.9	135.05
348.6	348.6



500 ↑	3000 ↖ JFK R-190	CHANT INT
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ZALPO INT
HWY 6.8
RADAR

1800

225°

3000*

*2000 when authorized by ATC.

Procedure Turn NA

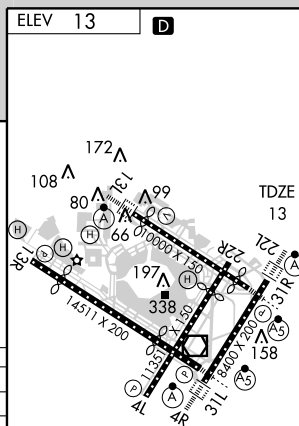
GS 3.00°
TCH 53

5.3 NM

5.3 NM

CATEGORY	A	B	C	D
S-ILS 22L	RA 113/12 100 DA 113			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

LOC/DME HWY 110.9 Chan 46	APP CRS 225°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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ILS RWY 22L (CAT III)

NEW YORK/JOHN F. KENNEDY INTL (JFK)

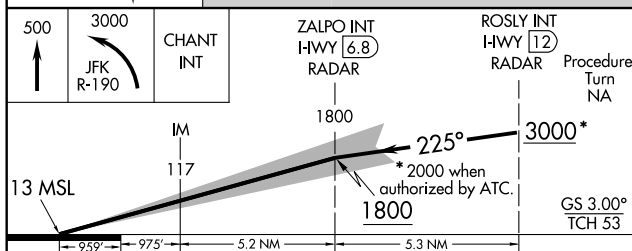
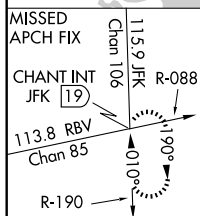
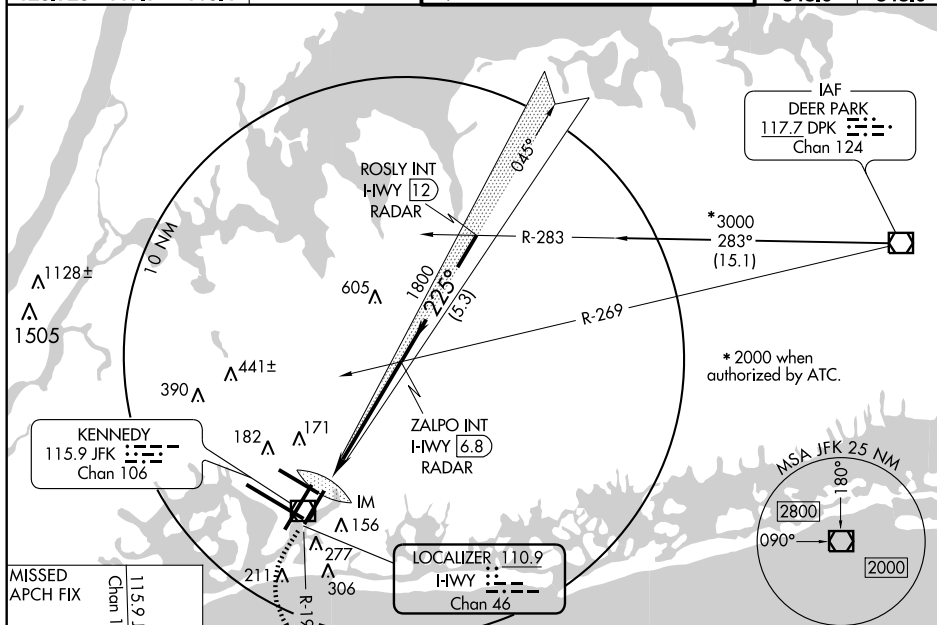


ALSIF-2



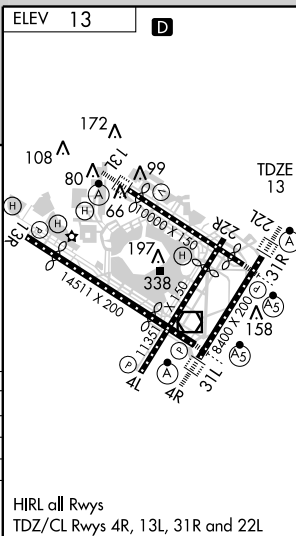
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

ATIS (ARR-NE) (ARR-SW)			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
					Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6



CATEGORY	A	B	C	D
S-ILS 22L		CAT IIIa	RVR 07	
S-ILS 22L		CAT IIIb	RVR 06	
S-ILS 22L		CAT IIIc	NA	

**CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**



HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

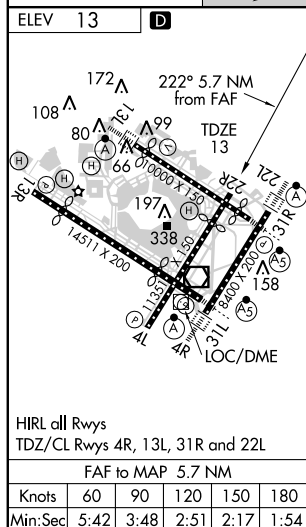
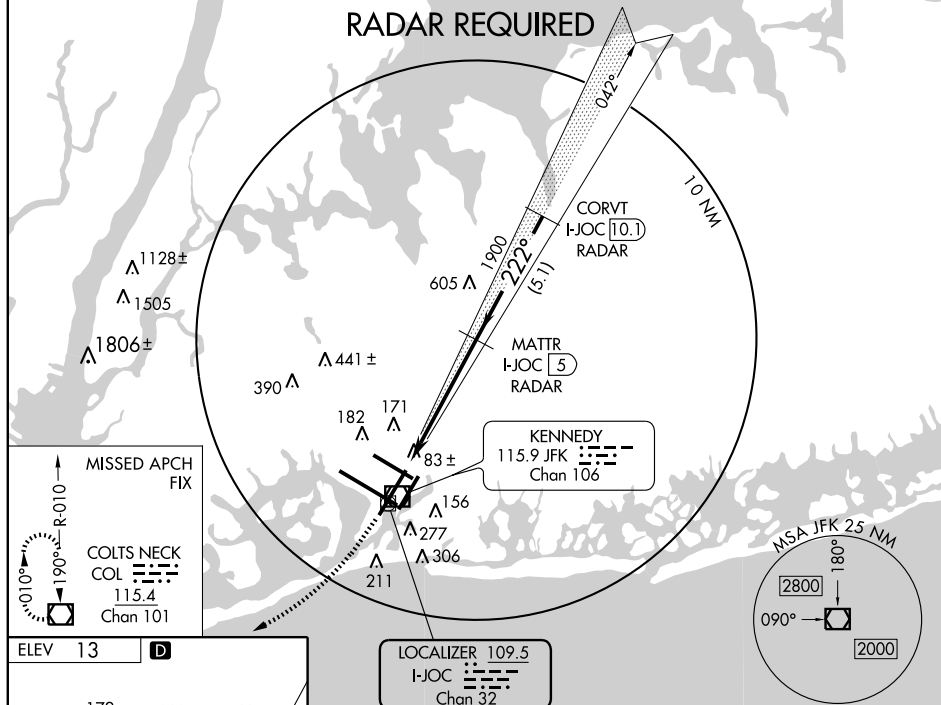
LOC/DME I-JOC 109.5 Chan 32	APP CRS 222°	Rwy Idg 8655 TDZE 13 Apt Elev 13
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ILS RWY 22R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

			MISSED APPROACH: Climb to 700 then climbing right turn to 4000 direct COL VOR/DME and hold.			
ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
128.725 117.7 115.4	127.4 269.0		Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55		121.9 348.6	135.05 348.6

RADAR REQUIRED



ELEV 13		700		4000	COL
HIREL all Rwys		700		4000	COL
TDZ/CL Rwys 4R, 13L, 31R and 22L		700		4000	COL
FAF to MAP 5.7 NM		700		4000	COL
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54
HIREL all Rwys		700		4000	COL
TDZ/CL Rwys 4R, 13L, 31R and 22L		700		4000	COL
FAF to MAP 5.7 NM		700		4000	COL
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

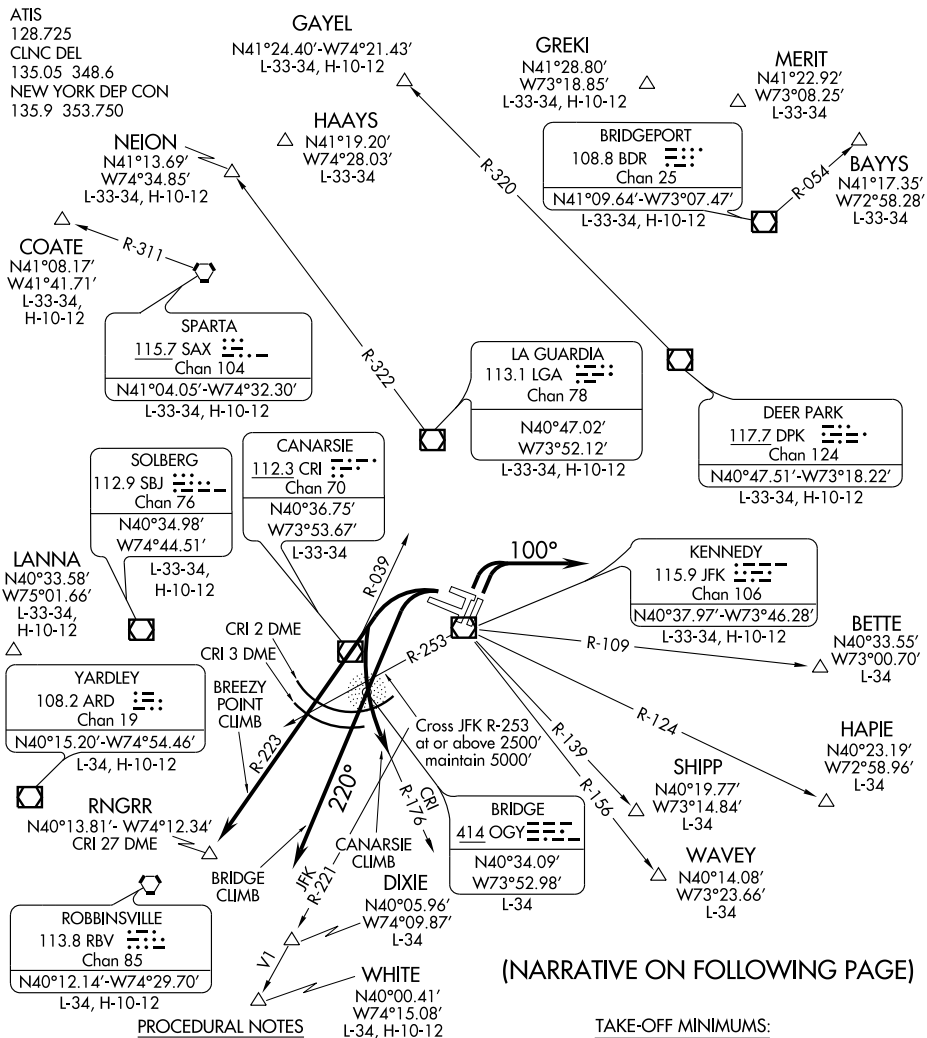
NEW YORK, NEW YORK

Amdt 2 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)

40°38'N - 73°47'W

ILS RWY 22R



(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R, 31R: STANDARD.

Rwy 13R: 300-1½ or STANDARD with minimum climb of 250' per NM to 300'.

Rwy 31L, all climbs: STANDARD with minimum obstacle climb of 210' per NM to 2000', ATC Climb Gradients: BREEZY POINT CLIMB, 343' per NM to 2500', BRIDGE CLIMB, 534' per NM to 2500', CANARSIE CLIMB, 440' per NM to 2500'.

Rwy 31R, ATC Climb Gradients: BREEZY POINT CLIMB, 287' per NM to 2500', BRIDGE CLIMB, 431' per NM to 2500', CANARSIE CLIMB, 357' per NM to 2500'.

NOTE: Chart not to scale.

NOTE: RADAR REQUIRED.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.

NOTE: BETTE departures expect vectors to JFK R-109.

NOTE: COATE departures expect vectors to SAX VORTAC
or SAX R-311.

NOTE: DIXIE departures expect vectors to JFK R-221.

NOTE: HAPIE departures expect vectors to JFK R-124.

NOTE: RBV departures expect vectors to RBV after RNGRR.

NOTE: SHIPP departures expect vectors to JFK R-139.

NOTE: WAVEY departures expect vectors to JFK R-156.

NOTE: WHITE departures expect vectors to V1.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Climbing right turn to 5,000 feet via heading 100°, Thence....

TAKE-OFF RUNWAYS 13L/R: Climb via assigned heading, maintain 5,000 feet, Thence....

TAKE-OFF RUNWAYS 22L/R: Climb heading 225°, maintain 5,000 feet, Thence....

GATEWAY CLIMB*: Intercept the JFK VOR/DME R-232 southwest bound until 5 DME, then turn left heading 220°, maintain 5,000 feet, Thence....

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-223 to RNGRR/CRI 27 DME. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....

BRIDGE CLIMB**: Climbing left turn direct OGY NDB, then via heading 220°, make turn east of CRI R-039. Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....

CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....

IDLEWILD CLIMB***: Climbing right turn to 2000 feet via heading 090°, remain within JFK 2.5 DME ****, Thence....

....Via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

- * To be assigned during the period 2200-0700 local.
- ** ADF Required.
- *** To be assigned by ATC to NON-TURBOJET AIRCRAFT.
- **** If unable to remain within JFK 2.5 DME, advise ATC.

TAKE-OFF OBSTACLES:

Rwy 4L: Taxiing Aircraft 691' from DER, 390' left or right of rwy centerline, 64' AGL/77' MSL. Cross DER at or above 35' AGL/47' MSL. Tree 1824' from DER, 180' right of rwy centerline, 63' AGL/79' MSL. Tree 1847' from DER, 88' left of rwy centerline, 54' AGL/67' MSL. Multiple Obstruction Lights on Fence beginning 249' from DER, 316' left of rwy centerline, 10' AGL/22' MSL.

Rwy 4R: Multiple Trees beginning 1294' from DER, 687' left of rwy centerline, up to 63' AGL/76' MSL. Tree 524' from DER, 613' right of rwy centerline, 20' AGL/33' MSL.

Rwy 13L: Elec Equipment 106' from DER, 416' left of rwy centerline, 10' AGL/17' MSL. Obstruction Light on GS Antenna 1046' from DER, 141' left of rwy centerline, 27' AGL/40' MSL.

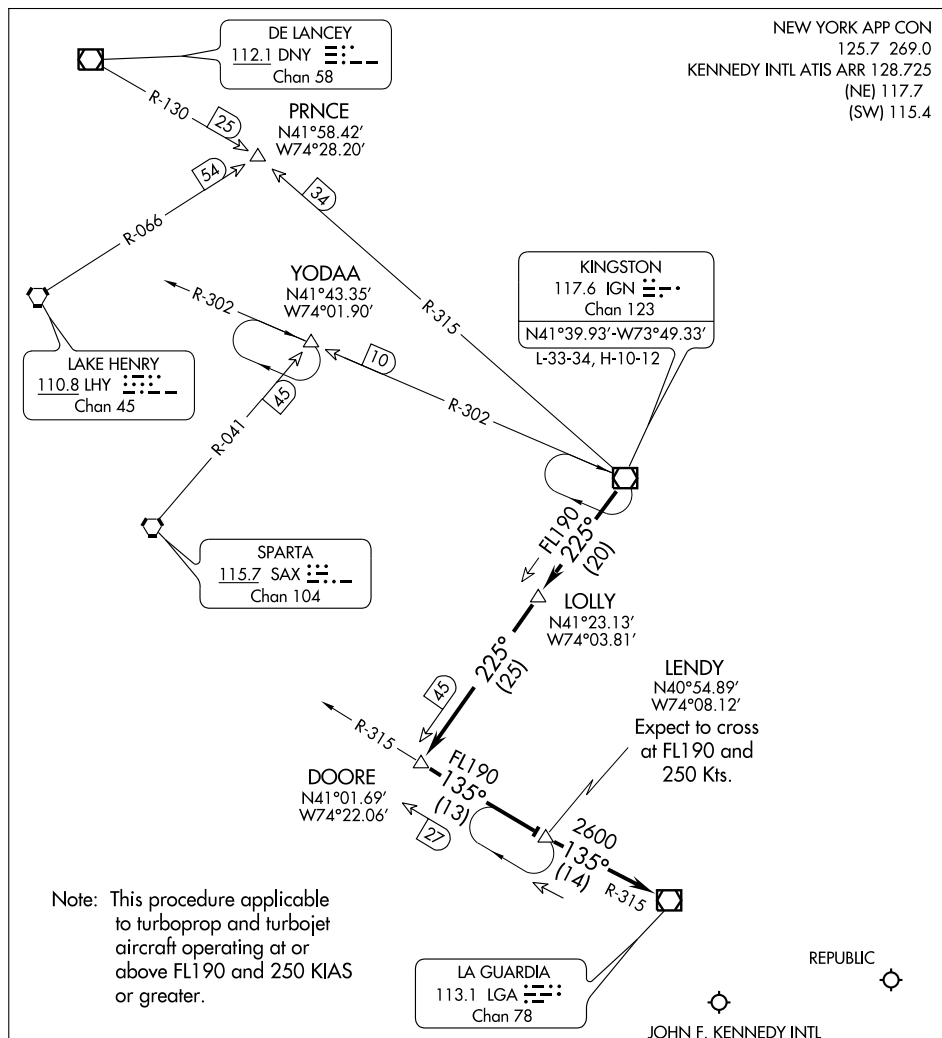
Rwy 13R: Obstruction light on tank 1.12 NM from DER, 2116' right of rwy centerline, 215' AGL/227' MSL. Obstruction light on GS antenna 361' from DER, 405' left of rwy centerline, 32' AGL/45' MSL. Obstruction light on fence 98' from DER, 6' right of rwy centerline, 10' AGL/24' MSL. Tower 4690' from DER, 1386' right of rwy centerline, 127' AGL/140' MSL.

Rwy 31L: Tree 2076' from DER, 436' left of rwy centerline, 79' AGL/91' MSL. Bush 257' from DER, 530' left of rwy centerline, 13' AGL/25' MSL.

Rwy 31R: Tree 752' from DER, 654' left of rwy centerline, 39' AGL/ 52' MSL. Tree 561' from DER, 646' right of rwy centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from DER, 336' left of rwy centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from DER, 501' left of rwy centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from DER, 15' left of rwy centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from DER, 359' right of rwy centerline, 28' AGL/31' MSL. Approach light 190' from DER, 8' right of rwy centerline, 5' AGL/18' MSL. Fence 410' from DER, 352' right of rwy centerline, 10' AGL/23' MSL.

KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK



NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

DME REQUIRED

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.

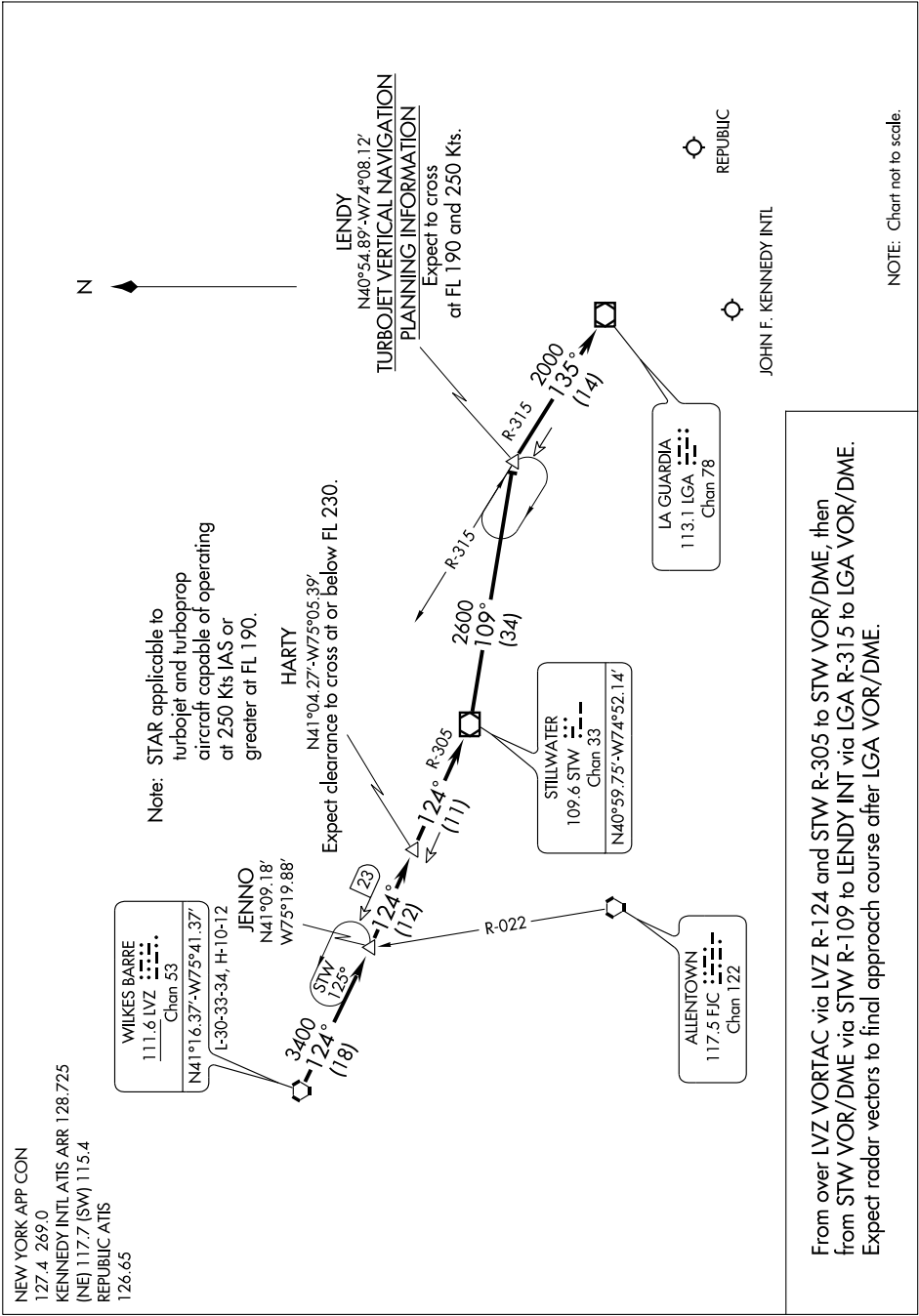
KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK

LENDY FIVE ARRIVAL

NEW YORK, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale.

LENDY FIVE ARRIVAL

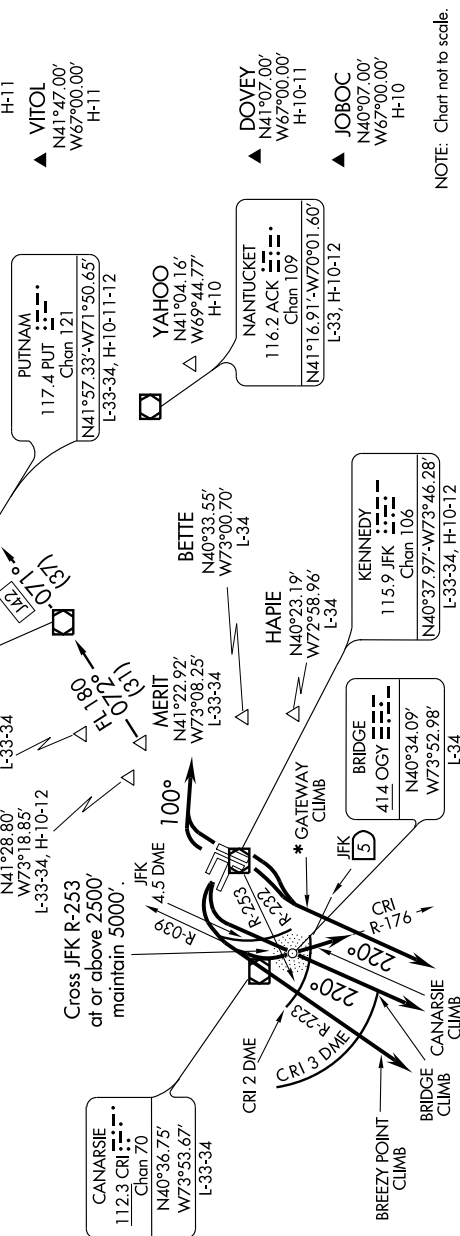
NEW YORK, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

NEW YORK / JOHN F. KENNEDY INTL (JFK)

(NARRATIVE ON FOLLOWING PAGE)





DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.

TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.

* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

PUTNAM TRANSITION (MERIT3.PUT): From over MERIT INT to HFD VOR/DME, then to PUT VOR/DME.

MERIT: Via radar vectors to MERIT direct HFD direct PUT. Expect clearance to filed altitude/flight level ten minutes after departure.

MERIT THREE: After PUT expect the following routes; aircraft proceeding:

1. TOPPS/EBONY - Expect direct.
2. ALLEX - Expect direct WITCH direct.
3. TUSKY and South - Expect direct BOS direct.

* NOTE: To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

PARCH ONE ARRIVAL (RNAV)

ST-610 (FAA)

NEW YORK, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

ARRIVAL ROUTE DESCRIPTION

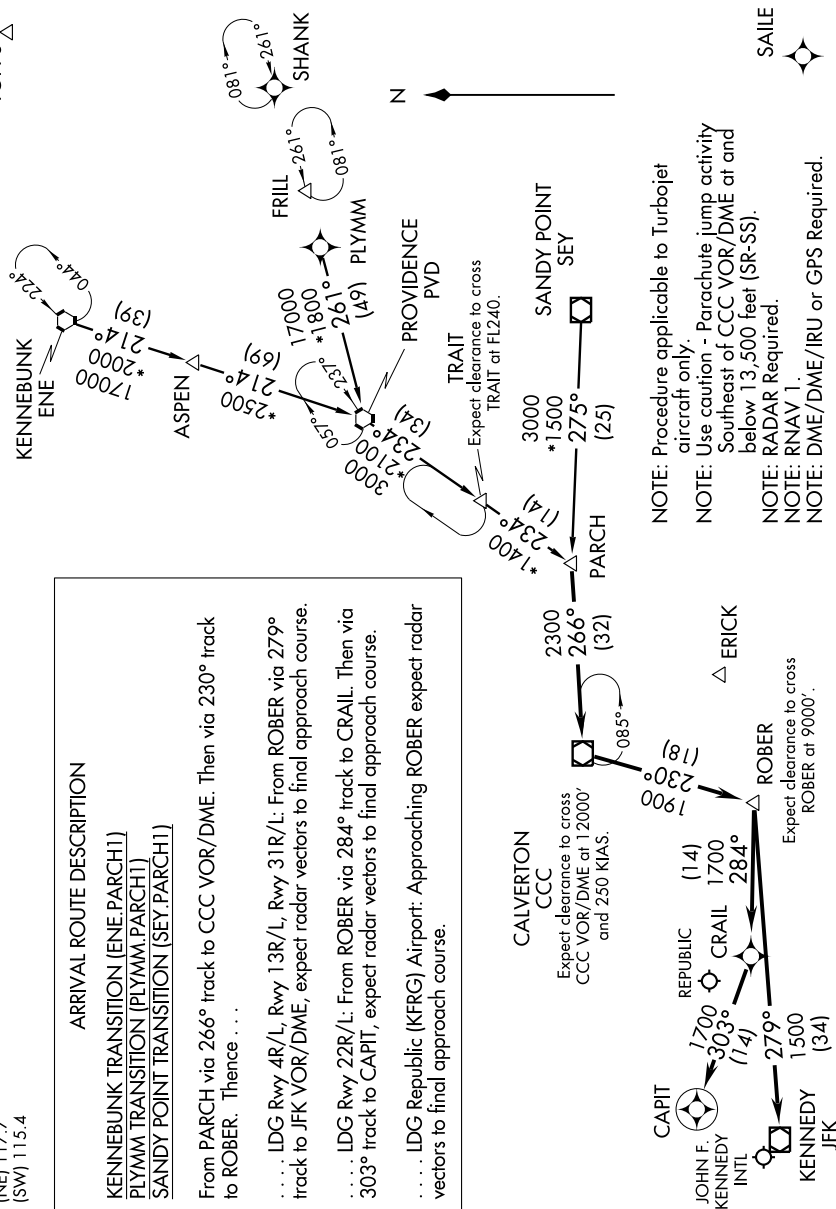
KENNEBUNK TRANSITION (ENE.PARCH1)
PLYMM TRANSITION (PLYMM.PARCH1)
SANDY POINT TRANSITION (SEY.PARCH1)

From PARCH via 266° track to CCC VOR/DME. Then via 230° track to ROBER. Thence . . .

..... LDG Rwy 4R/L, Rwy 13R/L, Rwy 31R/L: From ROBER via 279° track to JFK VOR/DME, expect radar vectors to final approach course.

..... LDG Rwy 22R/L: From ROBER via 284° track to CRAIL. Then via 303° track to CAPIT, expect radar vectors to final approach course.

... LDG Republic (KFRG) Airport: Approaching ROBER expect radar vectors to final approach course.



NOTE: Procedure applicable to Turbojet aircraft only.

NOTE: Use caution - Parachute jump activity Southeast of CCC VOR/DME at and below 13,500 feet (SR-SS).

NOTE: RADAR Required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Chart not to scale.

NE-2: 21 OCT 2010 to 18 NOV 2010

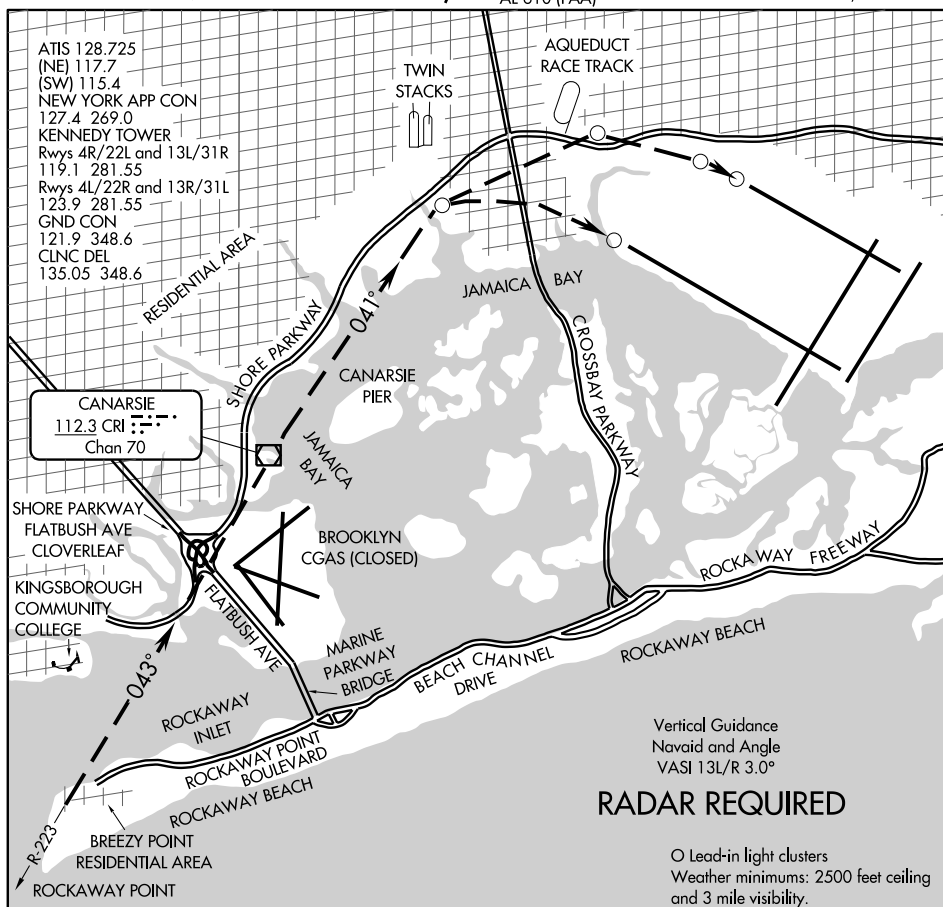
PARCH ONE ARRIVAL (RNAV)

NEW YORK, NEW YORK

PARKWAY VISUAL RWY 13L/R

NEW YORK/ JOHN F. KENNEDY INTL (JFK)
AL-610 (FAA)

NEW YORK, NEW YORK



PARKWAY VISUAL RUNWAY 13L/R

When cleared for Parkway Visual to Runway 13L/R maintain at or above 2000' until abeam Rockaway Point. Remain west of Rockaway Point, thence east of Kingsborough Community College. Remain east of the Shore Parkway. Cross Brooklyn Coast Guard Air Station at or above 1500'. Remain east of the Shore Parkway until Canarsie Pier.

Runway 13R continue descent between the Canarsie Pier and Twin Stacks.

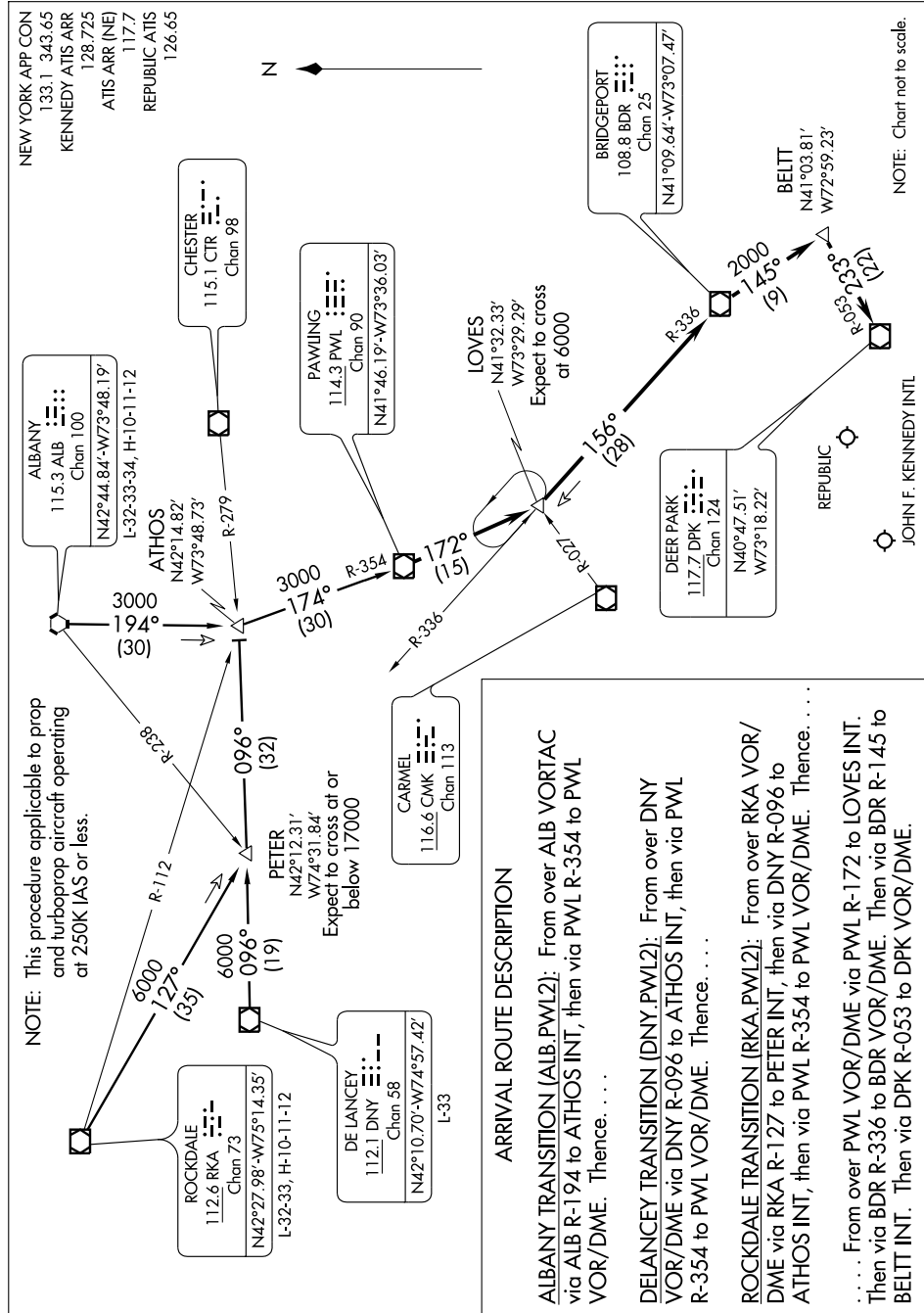
Runway 13L continue descent after passing the Twin Stacks.

PARKWAY VISUAL RWY 13L/R

PAWLING TWO ARRIVAL

NEW YORK, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010

PAWLING TWO ARRIVAL

NEW YORK, NEW YORK

WAAS CH 40019 W22B	APP CRS 225°	Rwy Idg TDZE Apt Elev	8655 13 13
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RNAV (GPS) RWY 22R

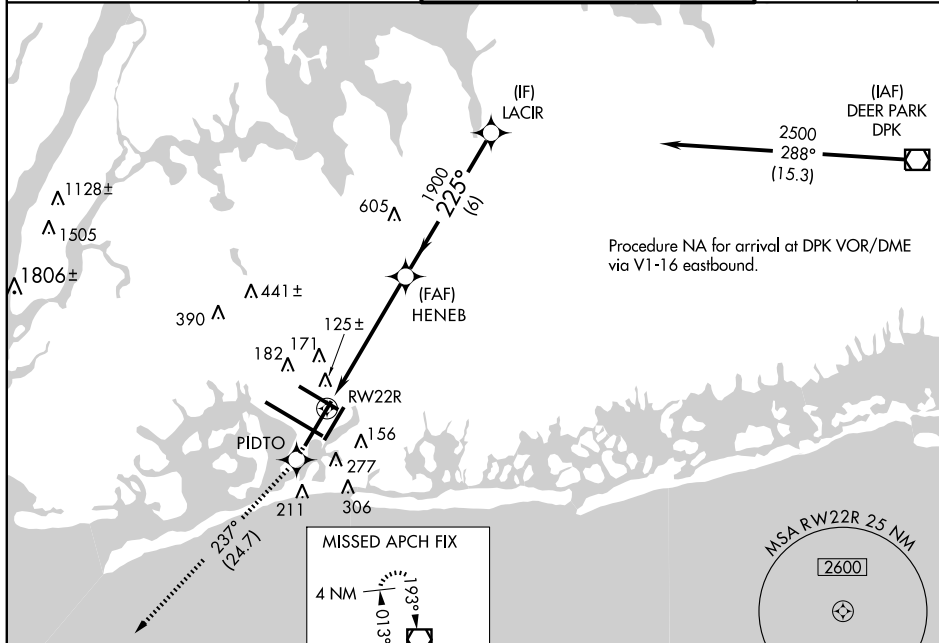
NEW YORK / JOHN F. KENNEDY INTL (JFK)



DME/DME RNP -0.3 NA.
Baro-VNAV NA below -1.5°C (5°F).

MISSED APPROACH: Climb to 4000 direct PIDTO and
right turn via 237° track to COL VOR/DME and hold.

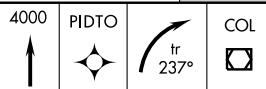
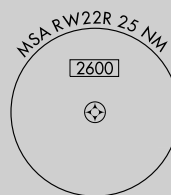
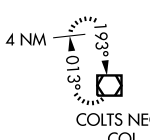
ATIS (ARR-NE) (ARR-SW)			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R Rwys 4L/22R and 13R/31L	119.1 281.55 123.9 281.55	121.9 348.6	135.05 348.6



ELEV 13



MISSED APCH FIX



*LNAV only

*1.7 NM to RW22R

HENEB

Procedure
Turn
NA

2500

1900

GS 3.00°
TCH 59

CATEGORY	A	B	C	D
LPV DA	270/40 257 (300-¾)			
LNAV/VNAV DA	480-1½ 467 (500-1½)			
LNAV MDA	600/50 587 (600-1)	600-1½ 587 (600-1½)	600-1¾ 587 (600-1¾)	600-1¾ 587 (600-1¾)
CIRCLING	640-1½ 627 (700-1½)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)	640-2 627 (700-2)

NEW YORK, NEW YORK

Amdt 1 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)

40°38'N - 73°47'W

RNAV (GPS) RWY 22R

APP CRS **315°**
 Rwy Idg **11248**
 TDZE **13**
 Apt Elev **13**

RNAV (GPS) X RWY 31L

NEW YORK / JOHN F. KENNEDY INTL (JFK)



DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climbing left turn
 to 3000 direct CHANT and hold.

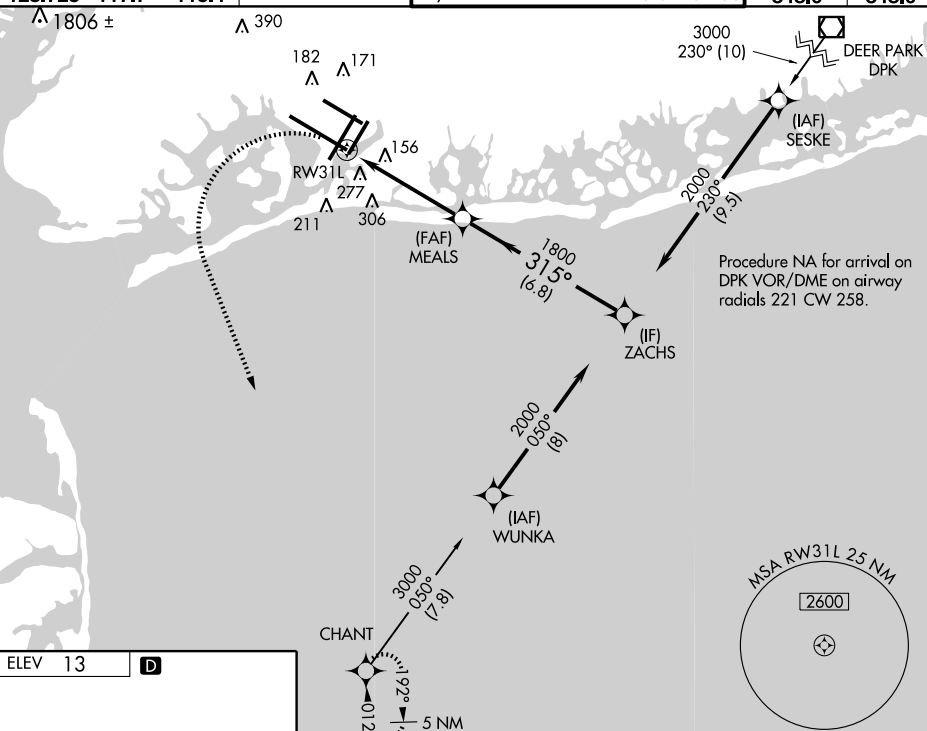
ATIS
 (ARR-NE) (ARR-SW)
128.725 117.7 115.4

NEW YORK APP CON
127.4 269.0

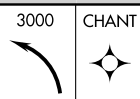
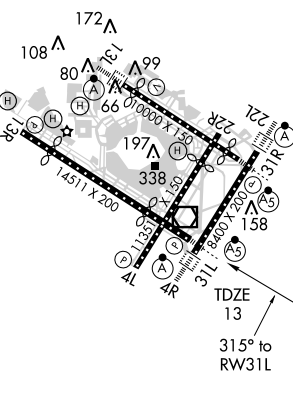
KENNEDY TOWER
 Rwys 4R/22L and 13L/31R **119.1 281.55**
 Rwys 4L/22R and 13R/31L **123.9 281.55**

GND CON
121.9 348.6

CLNC DEL
135.05 348.6



ELEV 13



	3000	CHANT		Procedure Turn NA
				ZACHS
				MEALS
				1.7 NM to RW31L
				3.05° TCH 48
				1800
				2000
				315°
				6.8 NM
				3.7 NM
				1.7
CATEGORY	A	B	C	D
LNVA MDA	600/50	587 (600-1)	600-1½ 587 (600-1½)	600-1¾ 587 (600-1¾)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

WAAS CH 77519 W04A	APP CRS 045°	Rwy Idg 11351 TDZE 12 Apt Elev 13
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RNAV (GPS) Y RWY 4L

NEW YORK / JOHN F. KENNEDY INTL (JFK)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2000 direct
WORDI then climbing right turn to 3000 via 091°
track to **DUFFY** and hold.

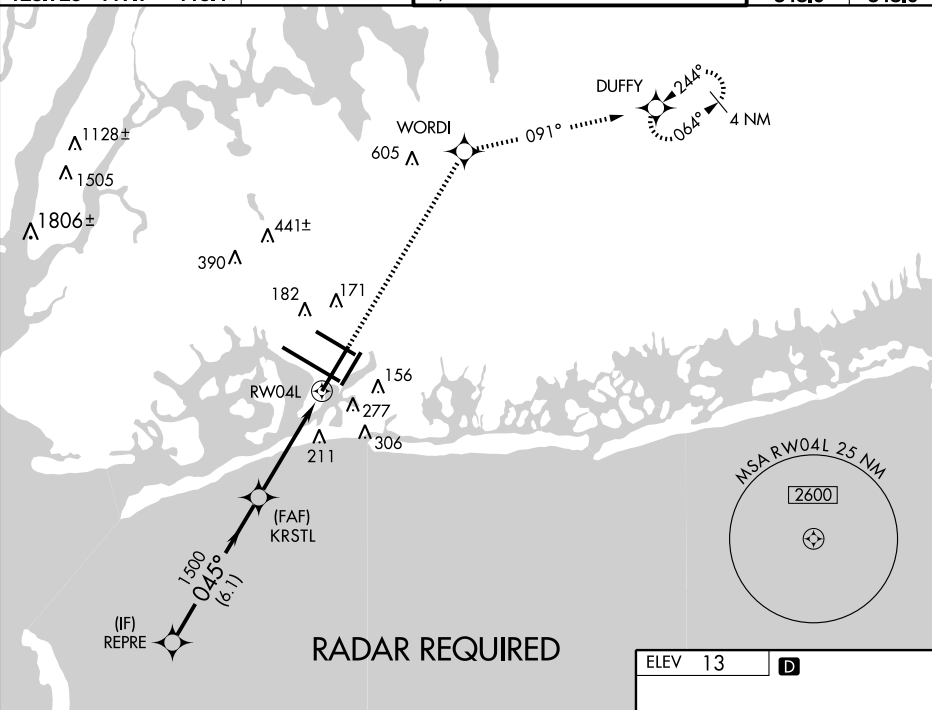
	ATIS	
	(ARR-NE)	(ARR-SW)
128.725	117.7	115.4

NEW YORK APP CON
127.4 269.0

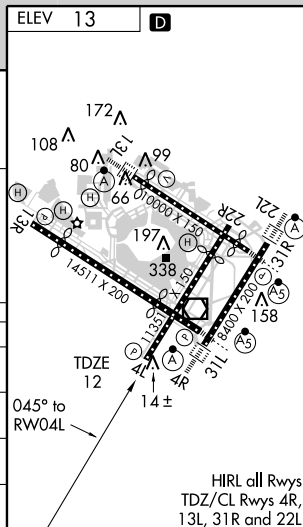
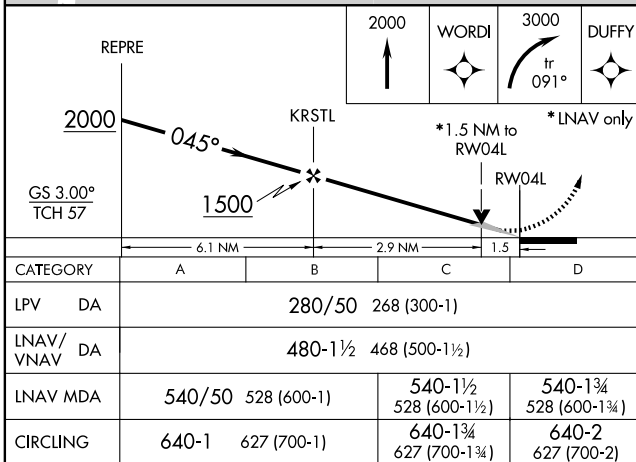
KENNEDY TOWER			
Rwys 4R/22L and 13L/31R	119.1	281.55	
Rwys 4L/22R and 13R/31L	123.9	281.55	

GND CON
121.9
348.6

CLNC DEL
135.05
348.6



RADAR REQUIRED



NEW YORK, NEW YORK

Amdt 1A 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)

40°38'N - 73°47'W

RNAV (GPS) Y RWY 4L

NE-2. 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 81819 W04B	APP CRS 045°	Rwy ldg 8400 TDZE 13 Apt Elev 13
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RNAV (GPS) Y RWY 4R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

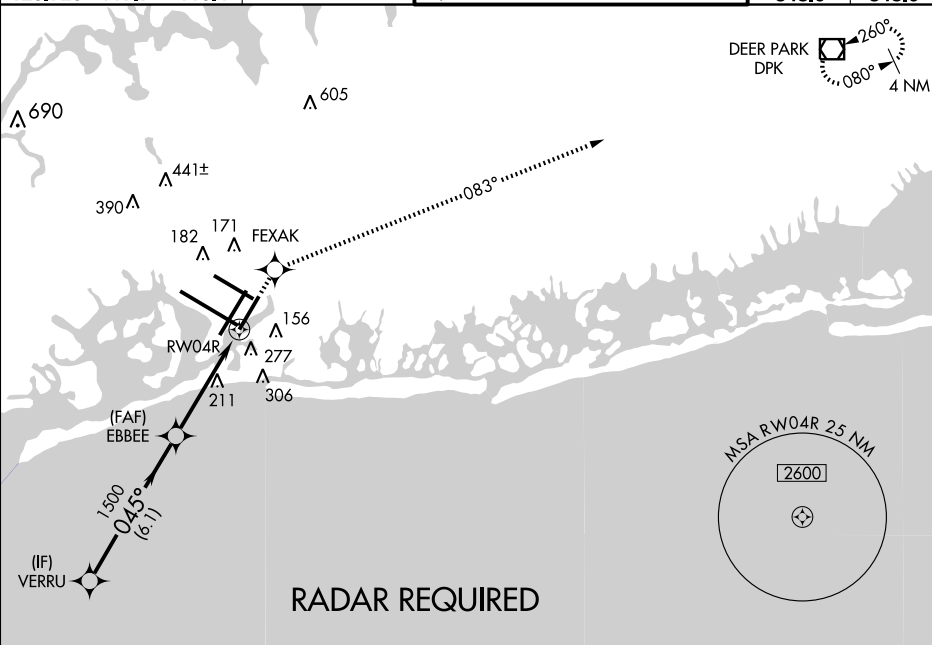
▼ For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA.

ALSF-2

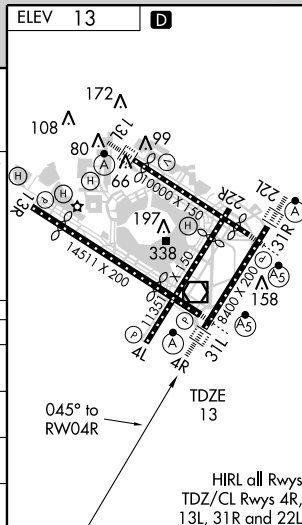


MISSED APPROACH: Climb to 4000
direct FEXAK and right turn via 083°
track to DPK VOR/DME and hold.

ATIS (ARR-NE) (ARR-SW)			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
128,725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R 119.1	281.55	121.9	135.05
					Rwys 4L/22R and 13R/31L 123.9	281.55	348.6	348.6



CATEGORY	A		B		C		D	
	270/24		257 (300-½)		600/50		587 (600-1¼)	
LPV DA	270/24		257 (300-½)		600/50		587 (600-1¼)	
LNAV/VNAV DA	520/60		507 (600-1¼)		600/60		587 (600-1¼)	
LNAV MDA	600/24	587 (600-½)	600/50	587 (600-1)	600/60	587 (600-1¼)	600/60	587 (600-1¼)
CIRCLING	640-1	627 (700-1)	640-1¾	627 (700-1¾)	640-2	627 (700-2)	640-2	627 (700-2)



WAAS CH 97318 W22A	APP CRS 225°	Rwy ldg TDZE Apt Elev	8400 13 13
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RNAV (GPS) Y RWY 22L

NEW YORK / JOHN F. KENNEDY INTL (JFK)



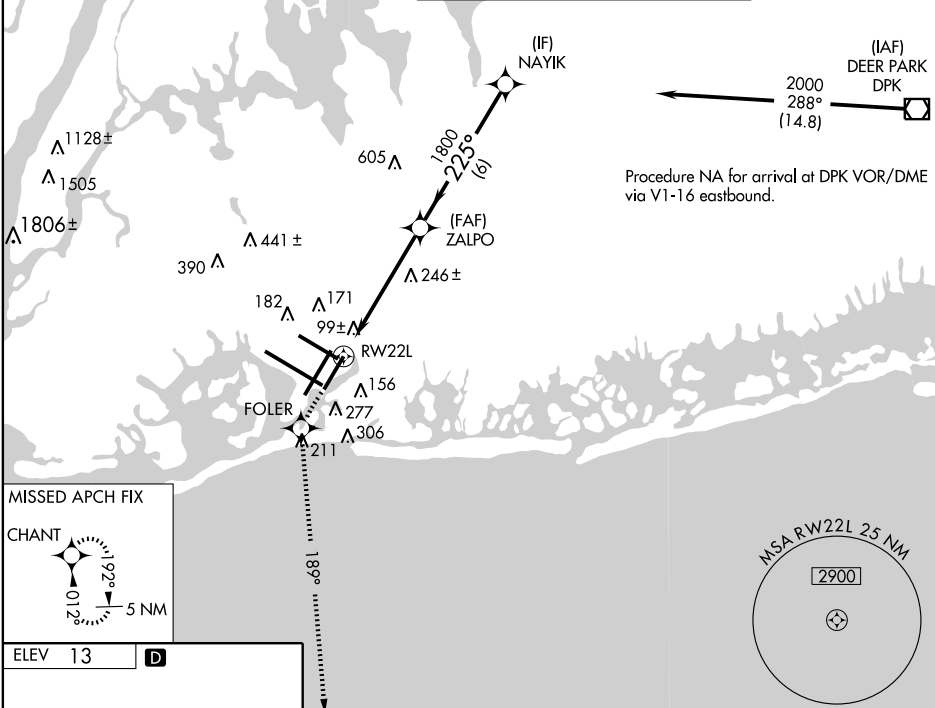
For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -13°C (8°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA.

ALSF-2



MISSED APPROACH: Climb to 3000
direct FOLER and via 189° track to
CHANT and hold.

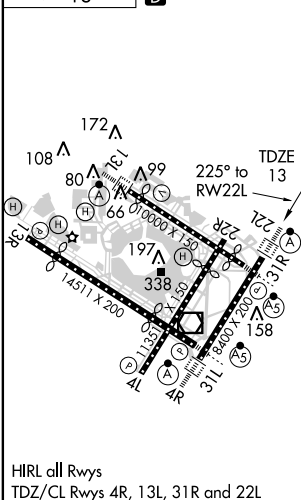
ATIS (ARR-NE) (ARR-SW)			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
128,725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9	135.05
					Rwys 4L/22R and 13R/31L	123.9 281.55	348.6	348.6



MISSED APCH FIX



ELEV 13



HIRL all Rwy's

TDZ/CL Rwy's 4R, 13L, 31R and 22L

NEW YORK, NEW YORK

Amdt 1B 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)

40°38'N - 73°47'W

RNAV (GPS) Y RWY 22L

WAAS CH 50119 W31A	APP CRS 315°	Rwy Idg 11248 TDZE 13 Apt Elev 13
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RNAV (GPS) Y RWY 31L

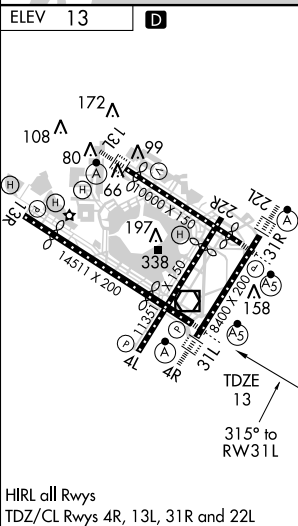
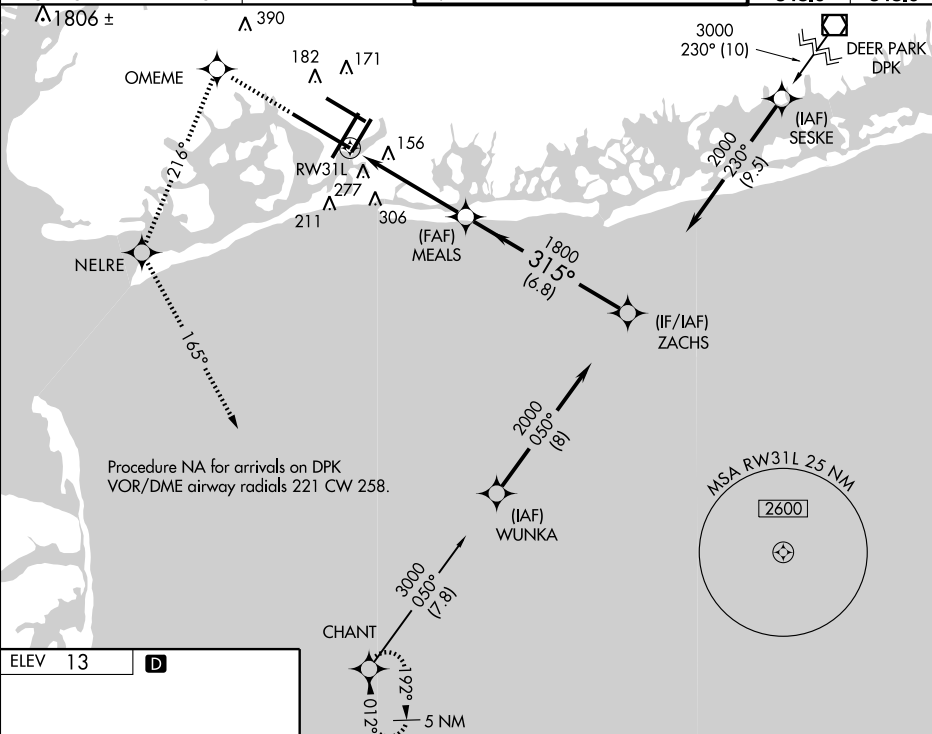
NEW YORK / JOHN F. KENNEDY INTL (JFK)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP -0.3 NA.

MALSR
AS

MISSED APPROACH: Climb to 2000 direct OMEME and left turn via 216° track to NELRE then climbing left turn to 3000 via 165° track to CHANT and hold.

ATIS (ARR-NE) (ARR-SW)			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6	



2000	OMEME	tr 216°	NELRE	3000	CHANT	Procedure Turn NA
*LNAV only		*1.7 NM to RW31L		MEALS		ZACHS
RW31L		1.7		3.7 NM		6.8 NM
CATEGORY		A		B		C
LPV DA		270/40		257 (300-¾)		D
LNAV/VNAV DA		600-2		587 (600-2)		
LNAV MDA		600/50		587 (600-1)		600-1½ 587 (600-1½)
CIRCLING		640-1		627 (700-1)		600-1¾ 587 (600-1¾)
						640-1¾ 627 (700-1¾)
						640-2 627 (700-2)

NEW YORK, NEW YORK

Amdt 1A 10266

40°38'N - 73°47'W

NEW YORK / JOHN F. KENNEDY INTL (JFK)

RNAV (GPS) Y RWY 31L

WAAS
CH **45519**
W31B

APP CRS
315°

Rwy ldg
TDZE
Apt Elev
13
13

RNAV (GPS) Y RWY 31R

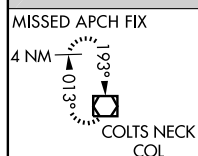
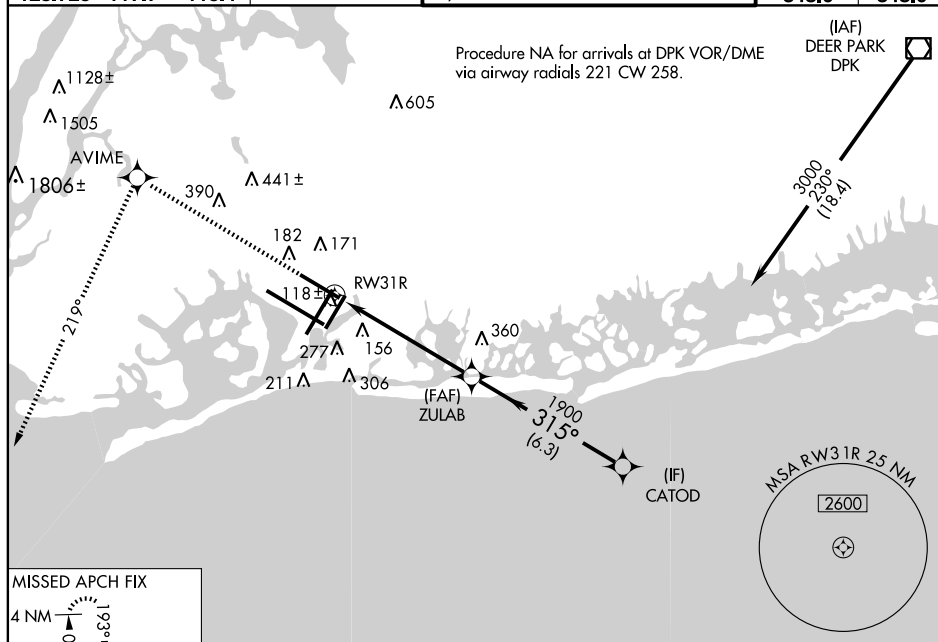
NEW YORK / JOHN F. KENNEDY INTL (JFK)

▼ For inoperative MALS, increase LPV all Cats visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.
Minimum altitude at CATOD 2000 when authorized by ATC.

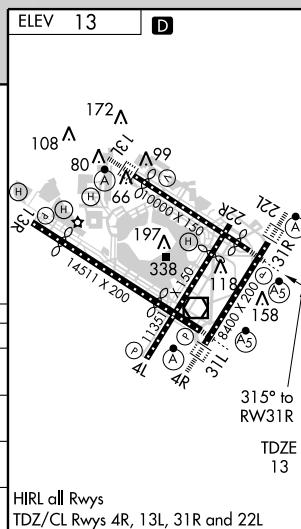


MISSED APPROACH: Climb to 2000 direct
AVIME then climbing left turn to 4000 via
219° track to COL VOR/DME and hold.

ATIS (ARR-NE) (ARR-SW)			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9	135.05
					Rwys 4L/22R and 13R/31L	123.9 281.55	348.6	348.6



CATEGORY				
LPV	DA	270/24	257 (300-½)	
LNAV/VNAV	DA	420/50	407 (500-1)	
LNAV	MDA	580/24	567 (600-½)	580/50 567 (600-1)
CIRCLING		640-1	627 (700-1)	640-1¾ 627 (700-1¾)
				640-2 627 (700-2)



APP CRS	Rwy Idg	11351
045°	TDZE	12
	Apt Elev	13

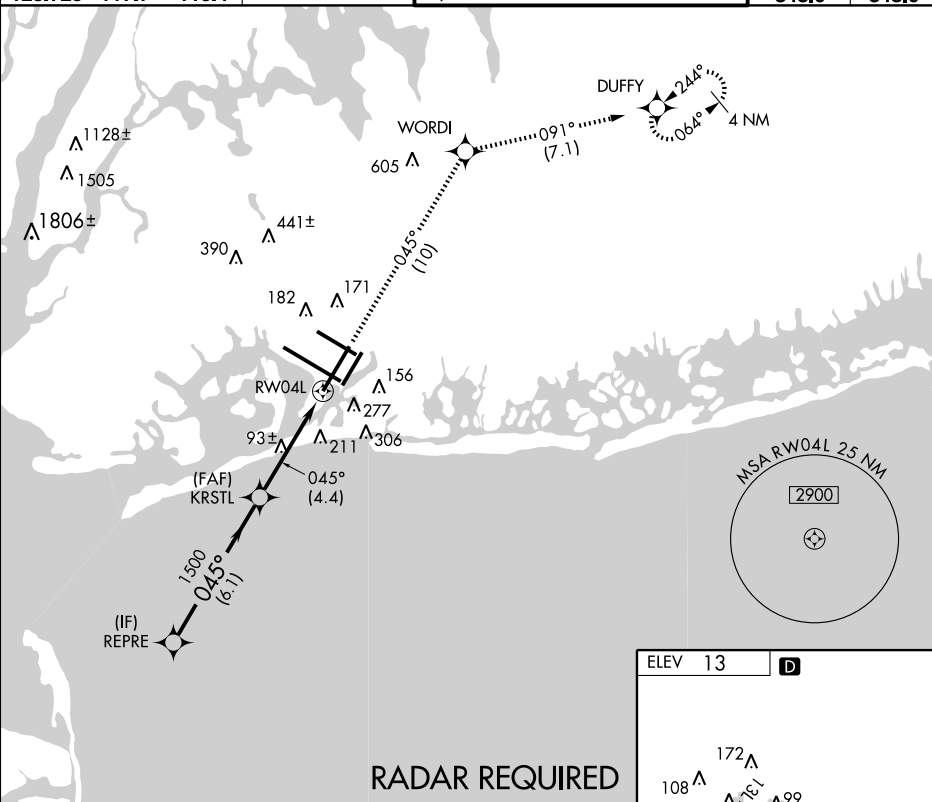
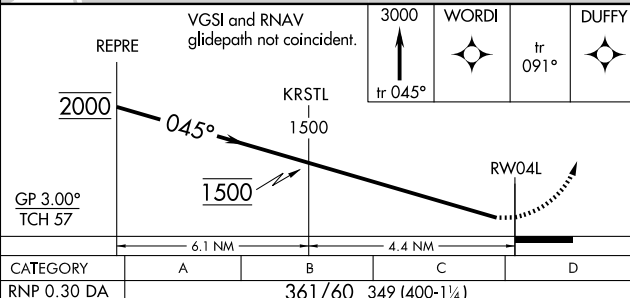
RNAV (RNP) Z RWY 4L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

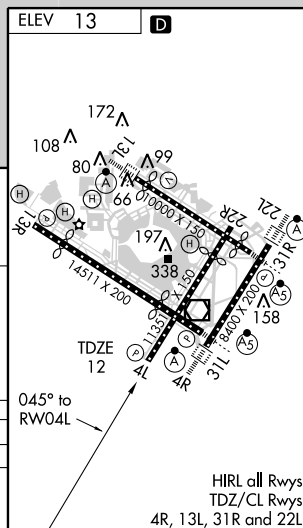
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 via 045° track to WORDI and via 091° track to DUFFY and hold.

ATIS (ARR-NE) (ARR-SW)			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R 119.1	281.55	121.9	135.05
					Rwys 4L/22R and 13R/31L 123.9	281.55	348.6	348.6

**RADAR REQUIRED**

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**



APP CRS	Rwy Idg	8400
045°	TDZE	13
	Apt Elev	13

RNAV (RNP) Z RWY 4R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

T GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F).

A NA For inoperative ALSF-2, increase RNP 0.30 DA all Cats visibility to 1½.

ALSF-2

MISSED APPROACH: Climb to 4000 via 045° track to PIYIY and via 091° track to DPK VOR/DME and hold.

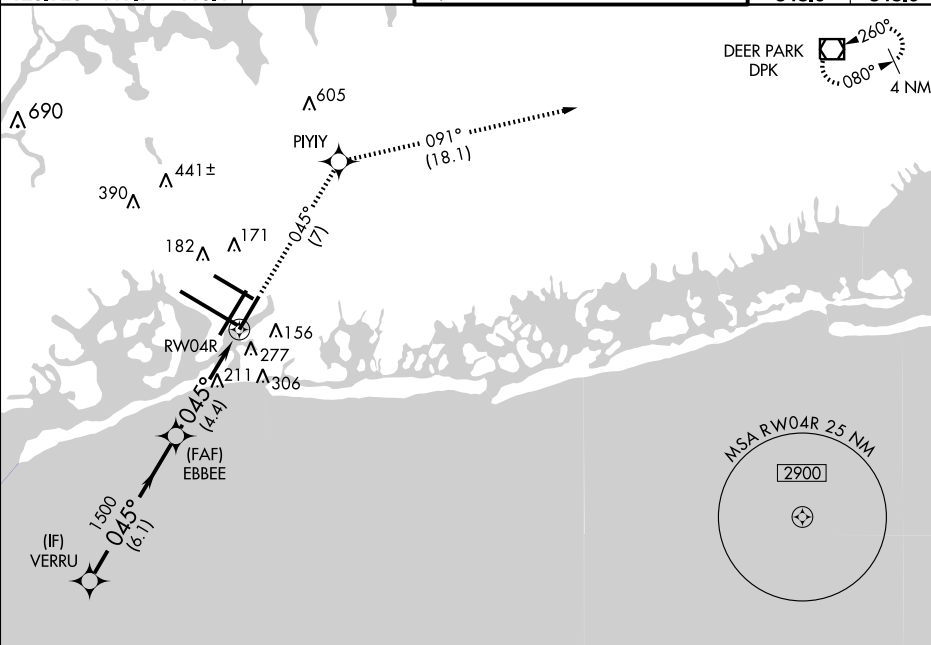
	ATIS	
	(ARR-NE)	(ARR-SW)
128,725	117.7	115.4

NEW YORK APP CON	
127.4	269.0

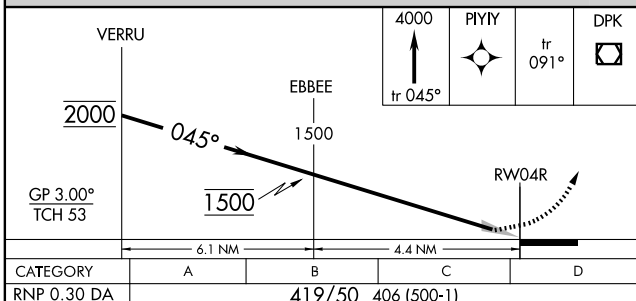
KENNEDY TOWER			
Rwys 4R/22L and 13L/31R	119.1	281.55	
Rwys 4L/22R and 13R/31L	123.9	281.55	

GND CON
121.9
348.6

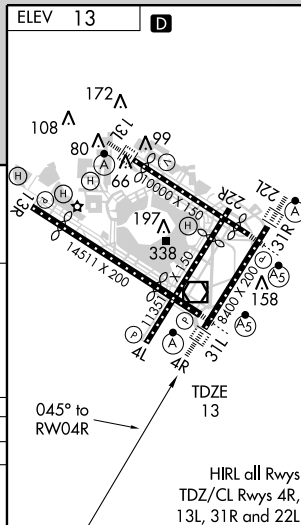
CLNC DEL
135.05
348.6



RADAR REQUIRED



**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**



NEW YORK, NEW YORK

Orig 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)

RNAV (RNP) Z RWY 4R

40°38'N - 73°47'W

NE-2. 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8400
225°	TDZE	13
	Apt Elev	13

RNAV (RNP) Z RWY 22L
NEW YORK / JOHN F. KENNEDY INTL (JFK)

NA For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 49°C (120°F). RF and GPS Required. For inoperative ALSF, increase RNP 0.20 DA visibility to RVR 5000 all Cats, RNP 0.30 DA visibility to RVR 6000 all Cats. Visibility reduction by helicopters NA.

ALSF-2



MISSED APPROACH: Climb to 3000 via 225° track to WEPLA and via 178° track to CHANT and hold.

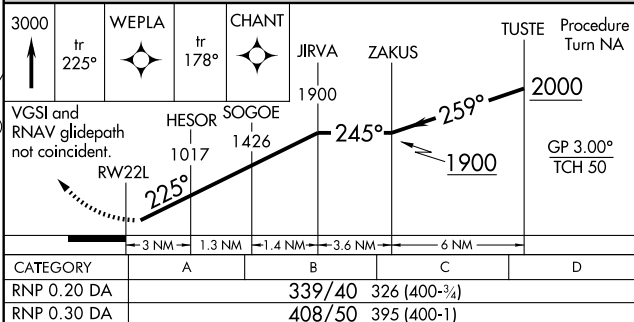
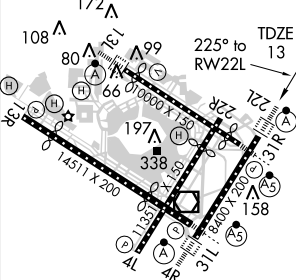
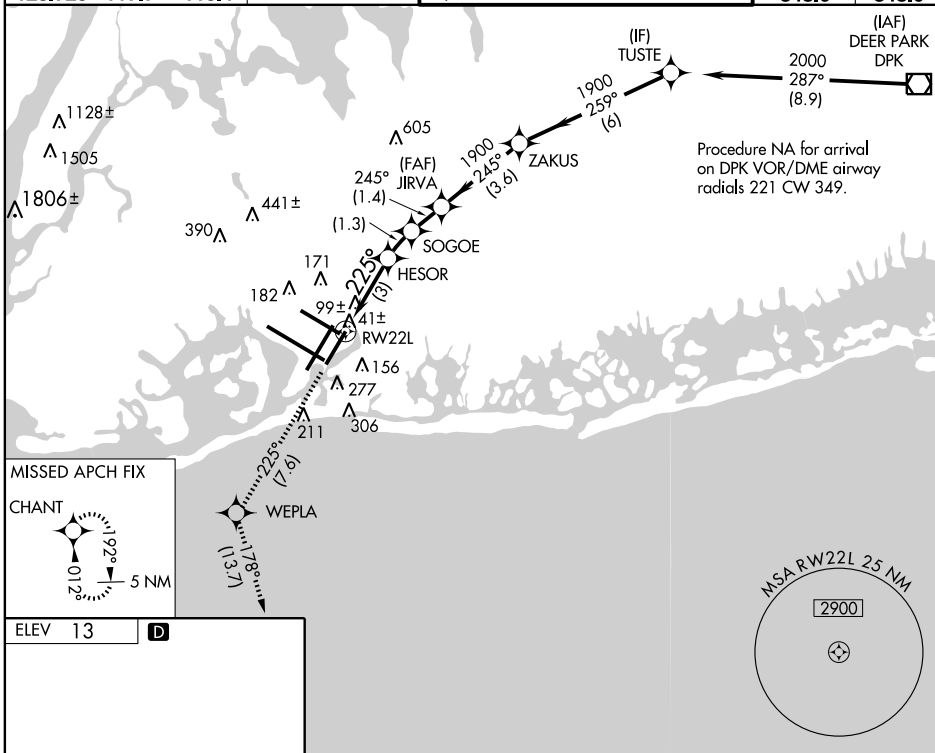
	ATIS	
	(ARR-NE)	(ARR-SW)
128.725	117.7	115.4

NEW YORK APP CON

KENNEDY TOWER			
Rwys 4R/22L and 13L/31R	119.1	281.55	
Rwys 4L/22R and 13R/31L	123.9	281.55	

GND CON
121.9
348.6

CLNC DEL
135.05
348.6



HIRL all Rwy's
REIL Rwy 4L
TDZ/CL Rwy's 4R, 13L, 31R and 22L

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**

NEW YORK, NEW YORK
Orig 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)
RNAV (RNP) Z RWY 22L

40°38'N - 73°47'W

RNAV (RNP) Z RWY 22L

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

APP CRS **315°**
Rwy Idg **11248**
TDZE **13**
Apt Elev **13**

RNAV (RNP) Z RWY 31L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 49°C (120°F). Missed approach requires RNP less than 1.0. *RNP 0.30 missed approach requires minimum climb of 463' per NM to 700. RF and GPS Required.



MISSED APPROACH: (Do not exceed 200 KIAS until FIKRA) Climb to 3000 via 315° track to HULEP, and via left turn to JONLO, and via left turn to FIKRA, and via 163° track to CHANT and hold.

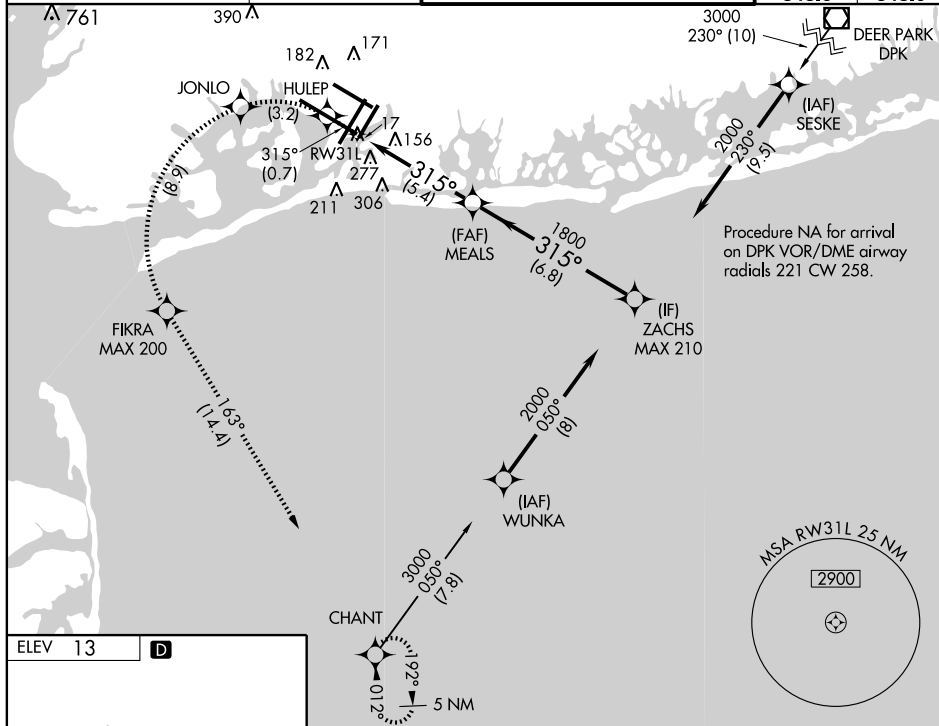
ATIS (ARR-NE) (ARR-SW)
128.725 117.7 115.4

NEW YORK APP CON
127.4 269.0

KENNEDY TOWER
Rwys 4R/22L and 13L/31R **119.1 281.55**
Rwys 4L/22R and 13R/31L **123.9 281.55**

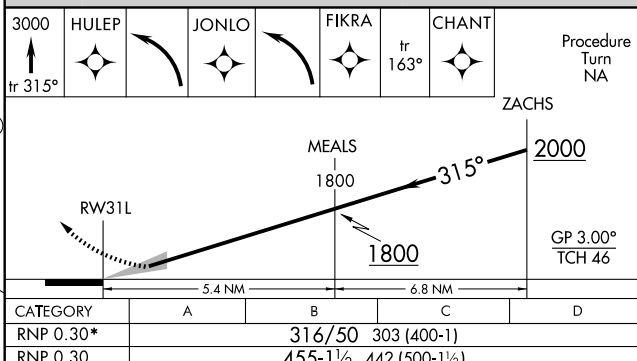
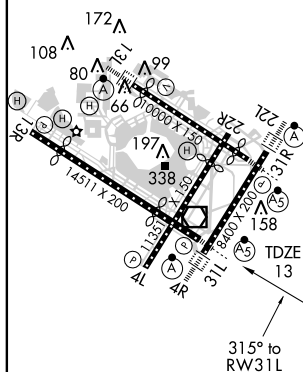
GND CON
121.9 135.05
348.6 348.6

CLNC DEL
135.05 348.6



ELEV 13

D



SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

APP CRS **315°**
Rwy ldg **8970**
TDZE **13**
Apt Elev **13**

RNAV (RNP) Z RWY 31R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

▼ For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 49°C (120°F). Missed approach requires RNP less than 1.0. **RNP 0.20 missed approach requires minimum climb of 366 feet per NM to 700. ***RNP 0.30 missed approach requires minimum climb of 327 feet per NM to 700. RF and GPS Required. For inoperative MALSR, increase RNP 0.20 DA visibility to RVR 5000 all Cats, RNP 0.30 DA*** visibility to RVR 5000 all Cats, RNP 0.30 DA visibility to 1½ all Cats.

MALSR



MISSED APPROACH: (Do not exceed 200 KIAS until WETIL) Climb to 4000 via track 315° to ZARGA and via left turn to TENRE and via left turn to WETIL and via track 227° to COL VOR/DME and hold.

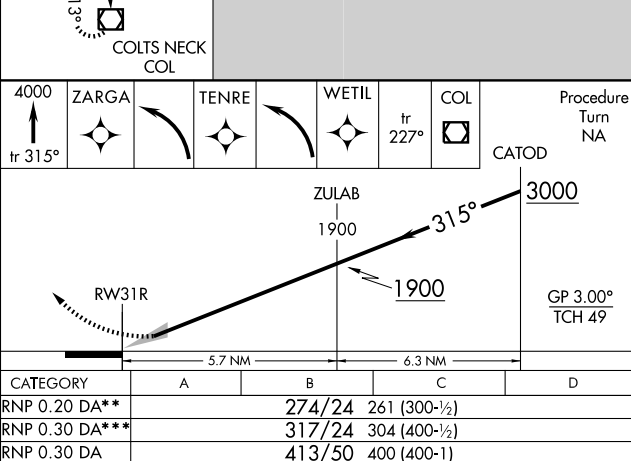
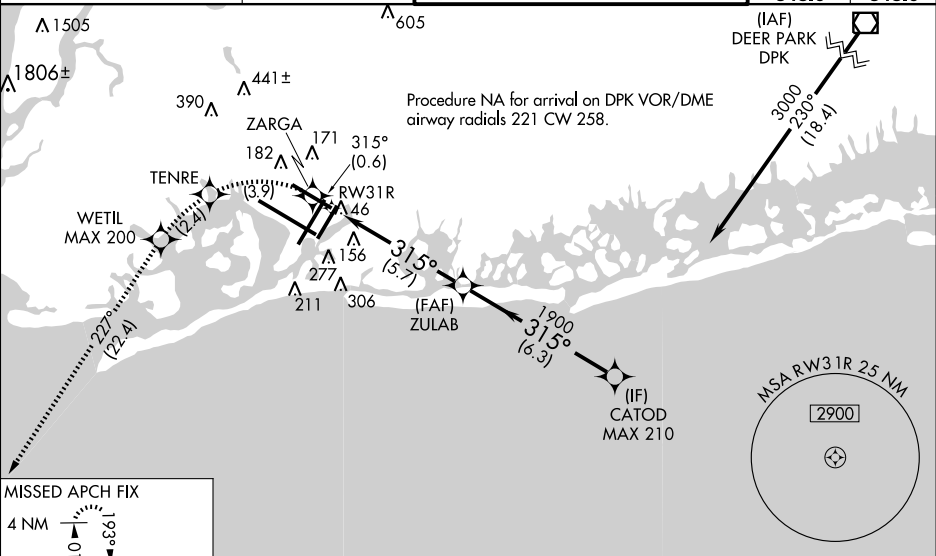
ATIS (ARR-NE) (ARR-SW)
128.725 117.7 115.4

NEW YORK APP CON
127.4 269.0

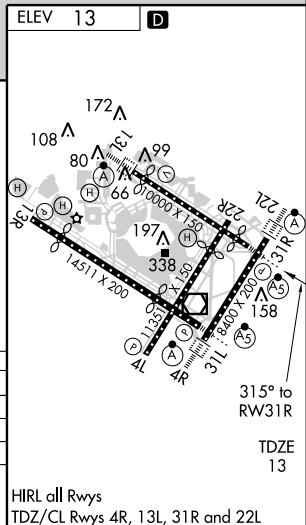
KENNEDY TOWER
Rwys 4R/22L and 13L/31R **119.1 281.55**
Rwys 4L/22R and 13R/31L **123.9 281.55**

GND CON
121.9 348.6

CLNC DEL
135.05 348.6



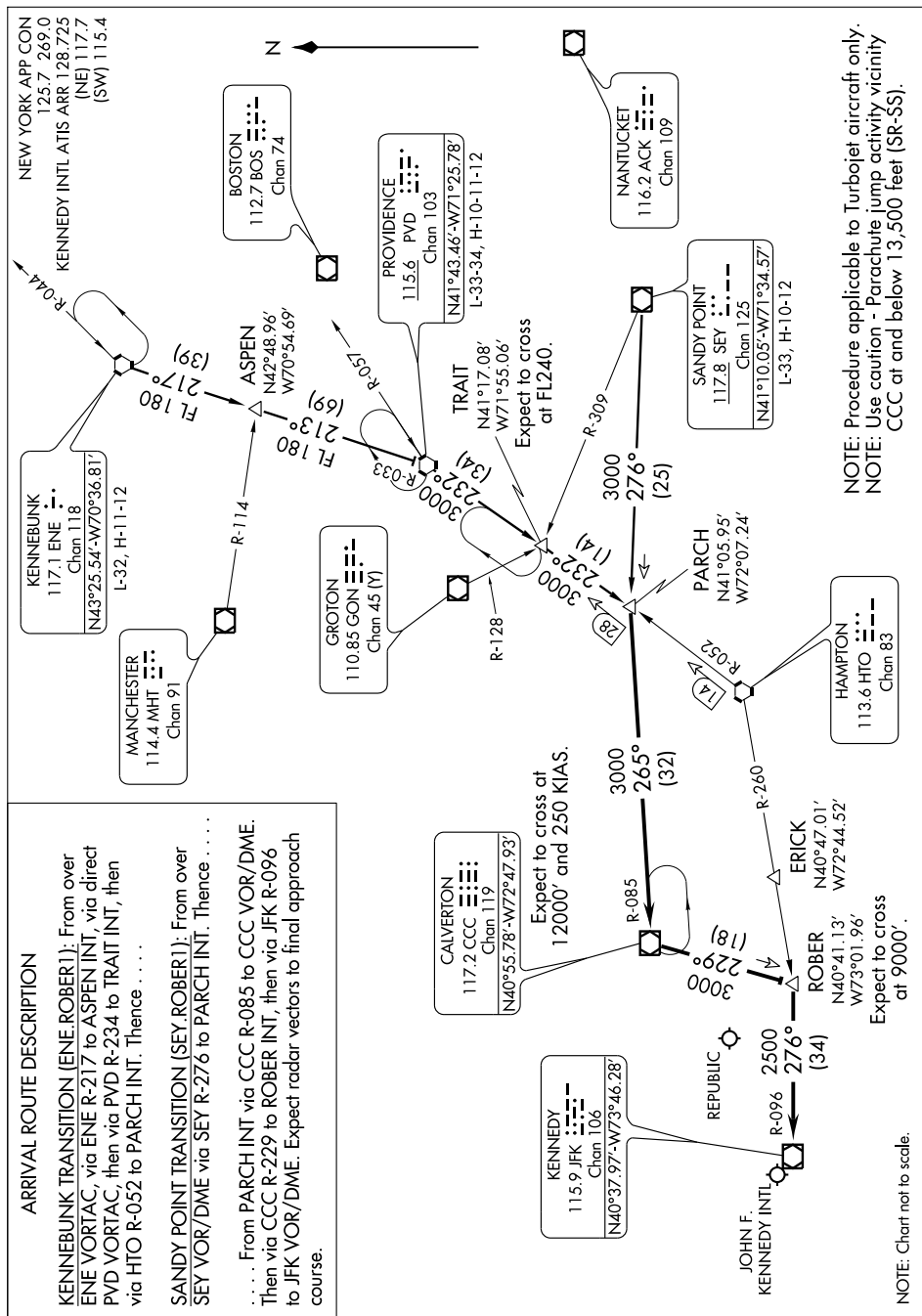
**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**



ROBER ONE ARRIVAL

ST-610 (FAA)

NEW YORK, NEW YORK



SEAVIEW TWO DEPARTURE

SL-610 (FAA)

NEW YORK/JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK

ATIS
128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

(NARRATIVE ON FOLLOWING PAGE)

GAYEL
N41°24.40'
W74°21.43'
L-33-34, H-10-12

HAAYS
N41°19.20'
W74°28.03'
L-33-34

NEION
N41°13.69'
W74°34.85'
L-33-34, H-10-12

DEER PARK
117.7 DPK
Chan 124
N40°47.51'-W73°18.22'
L-33-34, H-10-12

COATE
N41°08.17'
W74°41.71'
L-33-34, H-10-12

SPARTA
115.7 SAX
Chan 104
N41°04.05'-W74°32.30'
L-33-34, H-10-12

ELIOT
N40°49.11'
W75°07.81'
L-33-34, H-10-12

SOLBERG
112.9 SBJ
Chan 76
N40°34.98'-W74°44.51'
L-33-34, H-10-12

LA GUARDIA
113.1 LGA
Chan 78
N40°47.02'
W73°52.12'
L-33-34, H-10-12

PARKE
N40°40.99'
W75°04.59'
L-33-34, H-10-12

CANARSIE
112.3 CRI
Chan 70
N40°36.75'
W73°53.67'
L-33-34

LANNA
N40°33.58'
W75°01.66'
L-33-34, H-10-12

KENNEDY
115.9 JFK
Chan 106
N40°37.97'-W73°46.28'
L-33-34, H-10-12

BIGGY
N40°25.18'
W74°58.36'
L-33-34, H-10-12

BREEZY POINT
CLIMB

BRIDGE
CLIMB

DIXIE
N40°05.96'
W74°09.87'
L-34

WHITE
N40°00.41'
W74°15.08'
L-34, H-10-12

YARDLEY
108.2 ARD
Chan 19
N40°15.20'-W74°54.46'
L-34, H-10-12

ROBBINSVILLE
113.8 RBV
Chan 85
N40°12.14'-W74°29.70'
L-34, H-10-12

BRIDGE
414 OGY
N40°34.09'
W73°52.98'
L-34

SHIPP
N40°19.77'
W73°14.84'
L-34

SEIFF
JFK 55
N40°04.61'
W72°49.06'
H-10

TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum
climb 220' per mile to 300'.
Rwys 31L, 31R: 1800-3 or STANDARD with
minimum climb 240' per mile to 2400'.

NOTE: Chart not to scale.

SEAVIEW TWO DEPARTURE

(SEAVI2.JFK) 10210

NEW YORK, NEW YORK
NEW YORK/JOHN F. KENNEDY INTL (JFK)

NE-2, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet. Thence....

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet. Thence....

TAKE-OFF RUNWAYS 22L/R: Climb on runway heading, maintain 5,000 feet. Thence....

GATEWAY CLIMB: *Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet. Thence....

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME), cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

....Via vectors to the JFK R-139 to SEIFF DME fix, then turn right proceed direct to the JFK VOR/DME. Expect vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

*To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: This procedure requires overwater flight not to exceed 50 miles.

NOTE: Departure procedure to be used when assigned by ATC only.

NOTE: COATE departures except vectors to SAX VORTAC or SAX R-311.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

ATIS
128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.75

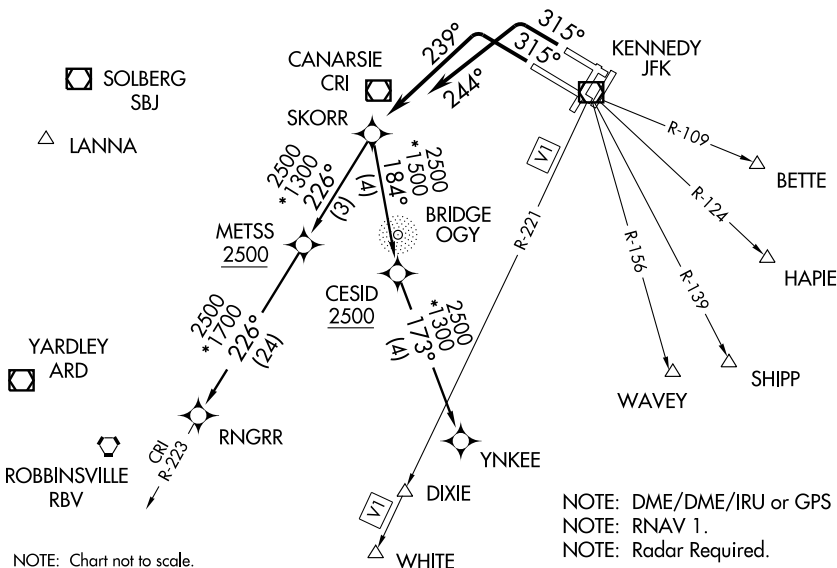
TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 13R, 22L, 22R: NA - Noise Abatement.

Rwy 31R: Standard, with minimum climb of 500' per NM to 513 then ATC climb of 276' per NM to 2500.

Rwy 31L: Standard, with minimum climb of 500' per NM to 513 then ATC climb of 276' per NM to 2500.

(NARRATIVE ON FOLLOWING PAGE)



NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: Radar Required.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31R: Climb heading 315° to intercept course 244° to SKORR.
Thence

TAKEOFF RUNWAY 31L: Climb heading 315° to intercept course 239° to SKORR.
Thence

. . . . Maintain 5000, expect clearance to filed altitude/flight level ten minutes after departure.

RNGRR TRANSITION (SKORR3.RNGRR):

YNKEE TRANSITION (SKORR3.YNKEE):

TAKEOFF OBSTACLE NOTES:

Rwy 31L: Tree 2076' from DER, 436' left of centerline, 79' AGL/91' MSL.

Bush 257' from DER, 530' left of centerline, 13' AGL/25' MSL.

Rwy 31R: Tree 752' from DER, 654' left of centerline, 39' AGL/52' MSL.

Tree 561' from DER, 646' right of centerline, 30' AGL/43' MSL.

Multiple light poles starting 1442' from DER, 336' left of centerline, up to 44' AGL/67' MSL.

Vehicle on road 281' from DER, 501' left of centerline, 15' AGL/26' MSL.

Multiple obstruction lights on poles and fence starting 366' from DER, 15' left of centerline, up to 17' AGL/31' MSL.

Obstruction light on pole 625' from DER, 359' right of centerline, 28' AGL/31' MSL.

Approach light 190' from DER, 8' right of centerline, 5' AGL/18' MSL.

Fence 410' from DER, 352' right of centerline, 10' AGL/23' MSL.

NOTE: North American routes via...

...BETTE expect radar vectors to BETTE direct ACK VOR/DME.

...GREKI expect radar vectors to GREKI direct JUDDS direct MARTN.

...HAPIE expect radar vectors to HAPIE direct YAHOO.

...MERIT expect radar vectors to MERIT direct HFD VOR/DME then direct PUT VOR/DME then...

...TOPPS or EBONY expect direct.

...ALLEX via direct WITCH direct.

...TUSKY and south expect direct BOS VOR/DME direct.

VOR/DME JFK
115.9
Chan 106

APP CRS
232°

Rwy Idg
TDZE
Apt Elev

8400
13
13

VOR/DME RWY 22L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2



MISSED APPROACH: Climbing left turn to 3000
via JFK R-190 to CHANT INT/19 DME and hold.

ATIS
(ARR-NE) (ARR-SW)

128.725 117.7 115.4

NEW YORK APP CON

127.4 269.0

KENNEDY TOWER

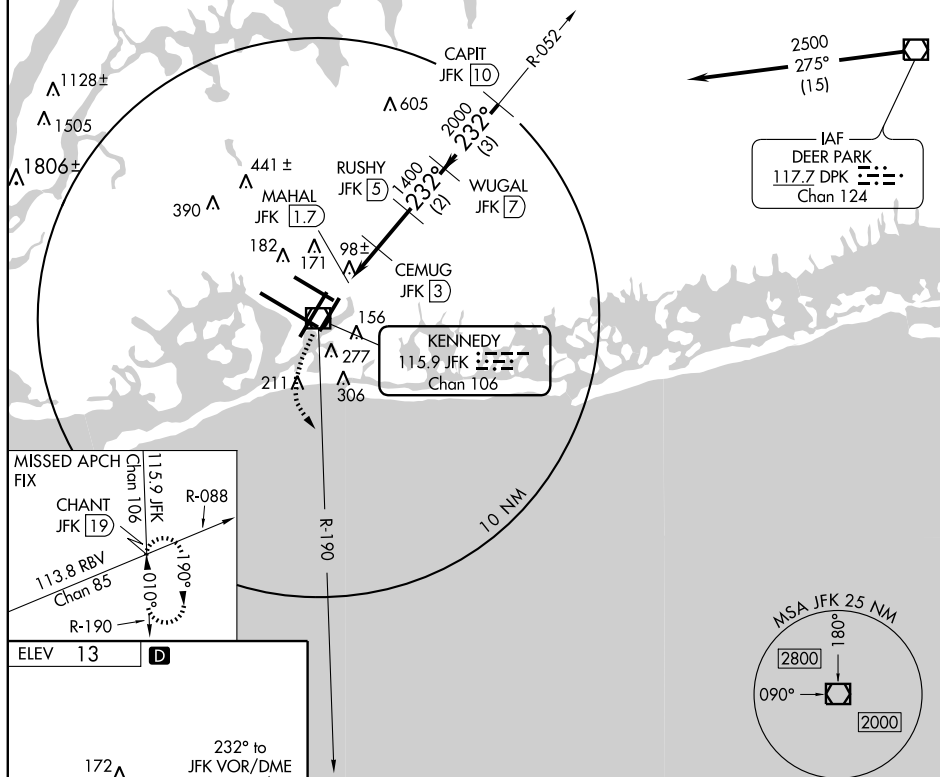
Rwys 4R/22L and 13L/31R 119.1 281.55
Rwys 4L/22R and 13R/31L 123.9 281.55

GND CON

121.9 348.6

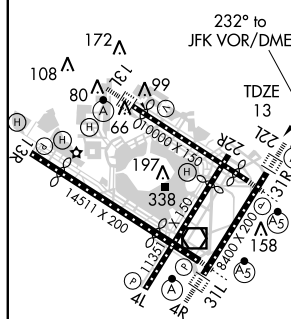
CLNC DEL

135.05 348.6



ELEV 13

D



HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

NEW YORK, NEW YORK
Amdt 4D 10266

CATEGORY	A		B		C		D	
	0.6	0.7	0.6	0.7	0.6	0.7	0.6	0.7
S-22L	440/24	427 (500-1/2)	440/40	427 (500-3/4)	440/50	427 (500-1)	440/50	427 (500-1)
CIRCLING	640-1	627 (700-1)	640-1 3/4	627 (700-1 3/4)	640-2	627 (700-2)	640-2	627 (700-2)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

40°38'N - 73°47'W

VOR/DME RWY 22L

VOR/DME CRI 112.3 Chan 70	APP CRS 041°	Rwy Idg 13R 11966 13L 9009 TDZE 13 Apt Elev 13
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VOR or GPS RWY 13L/13R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

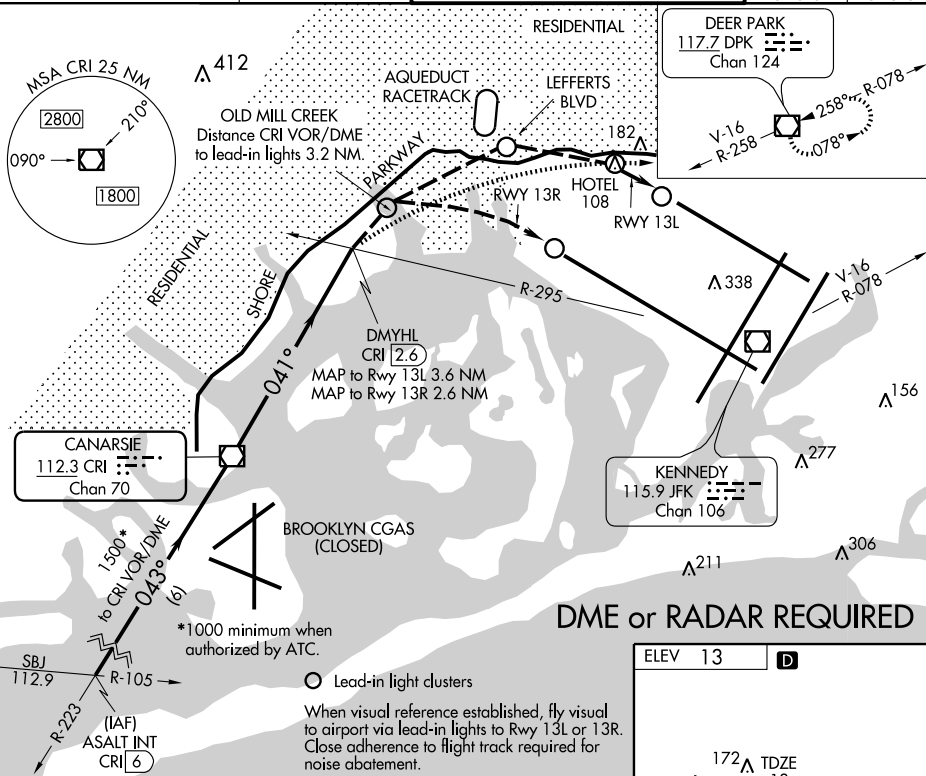


For inoperative LDIN,
procedure not authorized.



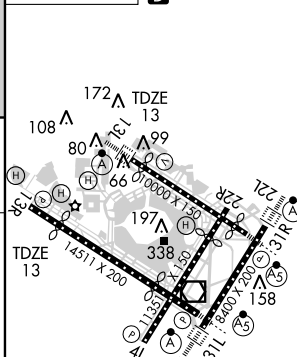
MISSED APPROACH: At or beyond MAP, climbing right turn to 4000 via heading 100° and V-16 to DPK VOR/DME and hold.

ATIS		NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
(ARR-NE)	(ARR-SW)			Rwys 4R/22L and 13L/31R	119.1	281.55	121.9
128.725	117.7	127.4	269.0	Rwys 4L/22R and 13R/31L	123.9	281.55	135.05
							348.6



DME or RADAR REQUIRED

ELEV 13	D
---------	---



ASALT INT
CRI 6

† 3000

043°

CRI
VOR/DME

* 1500

041°

DMYHL
CRI 2.6
JFK R-295

4000

hdg 100°
and V-16

DPK

* 1000 minimum when
authorized by ATC.

† 2000 minimum when
authorized by ATC.

CATEGORY	6 NM		2.6 NM	
	A	B	C	D
LDIN-13L	800-2	787 (800-2)	800-2 ¼ 787 (800-2 ¼)	800-2 ½ 787 (800-2 ½)
LDIN-13R	800-2	787 (800-2)	800-2 ¼ 787 (800-2 ¼)	800-2 ½ 787 (800-2 ½)

HIRL all Rwy's					
TDZ/CL Rwy's 4R, 13L, 31R and 22L					
FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

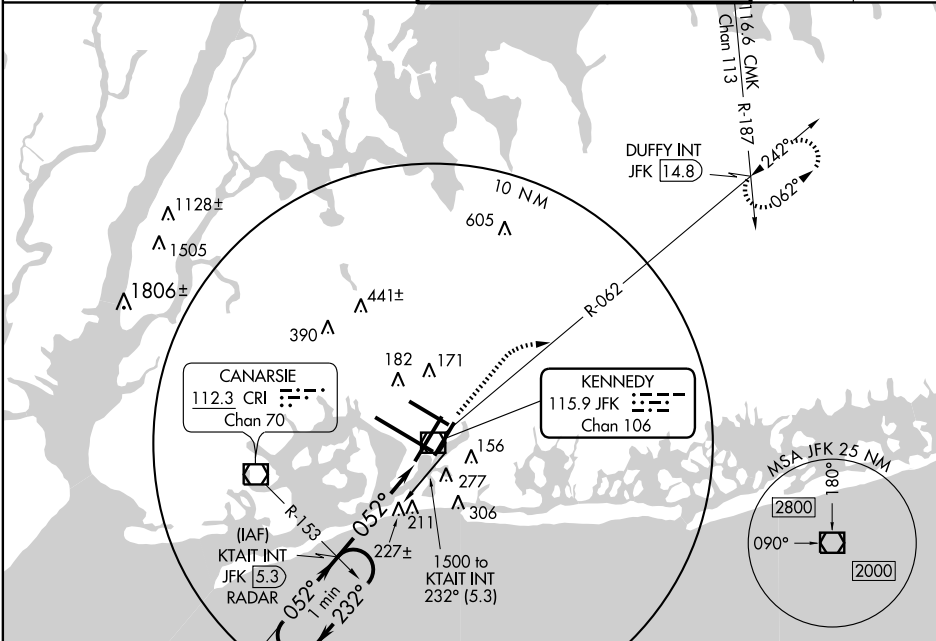
VOR/DME JFK 115.9 Chan 106	APP CRS 052°	Rwy Idg TDZE Apt Elev	11351 12 13
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VOR RWY 4L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

			MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via JFK R-062 to DUFFY INT/JFK 14.8 DME and hold.		
--	--	--	--	--	--

ATIS (ARR-NE) (ARR-SW) 128,725 117.7 115.4			NEW YORK APP CON 127.4 269.0		KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 348.6	CLNC DEL 135.05 348.6
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One Minute Holding Pattern KTAIT INT JFK [5.3] RADAR 1500 ← 232° / 052° → 3.07° TCH 57 2.9 NM 1.4 NM				2000 3000 JFK R-062 DUFFY INT	ELEV 13
CATEGORY	A	B	C	D	
S-4L	540/50	528 (600-1)	540-1½ 528 (600-1½)	540-1¾ 528 (600-1¾)	
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)	

VOR/DME JFK
115.9
Chgn **106**

APP CRS
028°

Rwy Idg	8400
TDZE	13
Apt Elev	13

VOR RWY 4R

NEW YORK / JOHN F. KENNEDY INTL (JFK)



ALSF-2



MISSED APPROACH: Climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

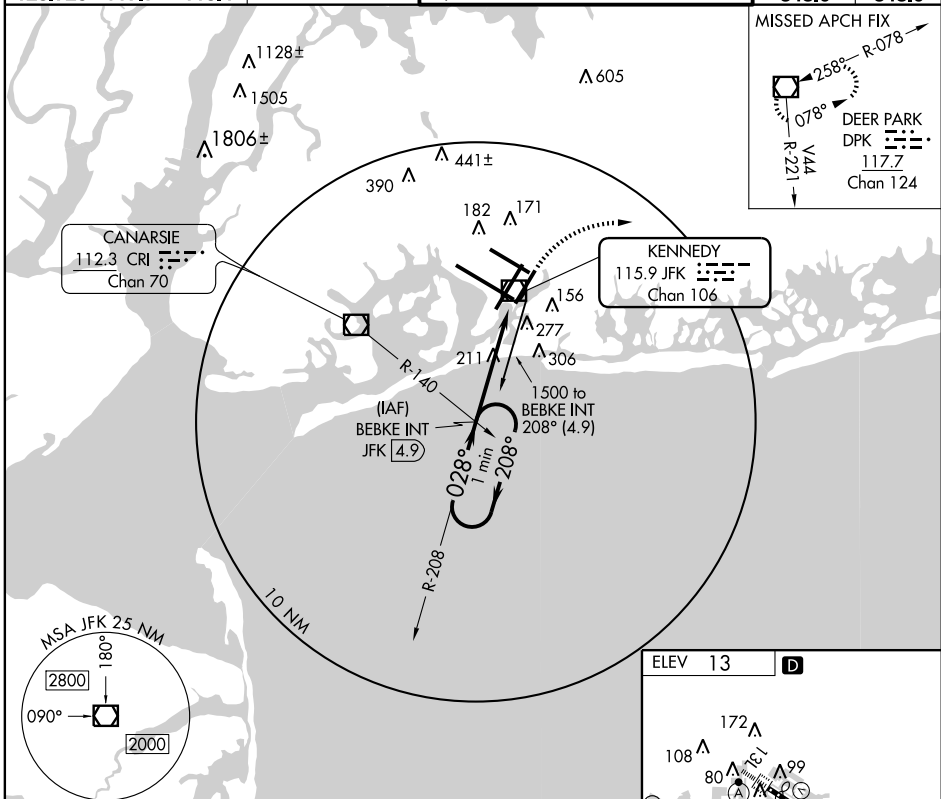
ATIS	
(ARR-NE)	(ARR-SW)
117.7	115.4

NEW YORK APP CON
127.4 269.0

KENNEDY TOWER		
Rwys 4R/22L and 13L/31R	119.1	281.55
Rwys 4L/22R and 13R/31L	123.9	281.55

GND CON
121.9
348.6

CLNC DEL	
135.05	
348.6	



One Minute Holding Pattern

BEBKE INT
JFK 4.9

1500

$$\frac{208^\circ}{2000}$$

4000



VOR/DME

JFK
19

JFK

0.4

```

graph LR
    r((r)) --> Sum((+))
    y((y)) --> Sum
    Sum --> B1[1.5]
    B1 --> B2[1/s]
    B2 --> y
  
```

0	
---	--

0	
-1)	5

4	
---	--

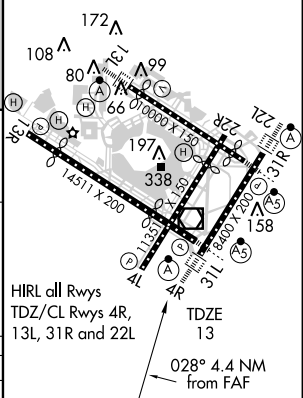
1 3/4)	
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FIGURE 1

- 73°47'

ELEV 13

D



HIRL all Rwy's
TDZ/CL Rwy's 4R,
13L, 31R and 22L

028° 4.4 NM
from EAE

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NEW YORK, NEW YORK
Orig 10266

NEW YORK / JOHN F. KENNEDY INTL (JFK)

VOR RWY 4R

40°38'N - 73°47'W

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-289 (FAA)

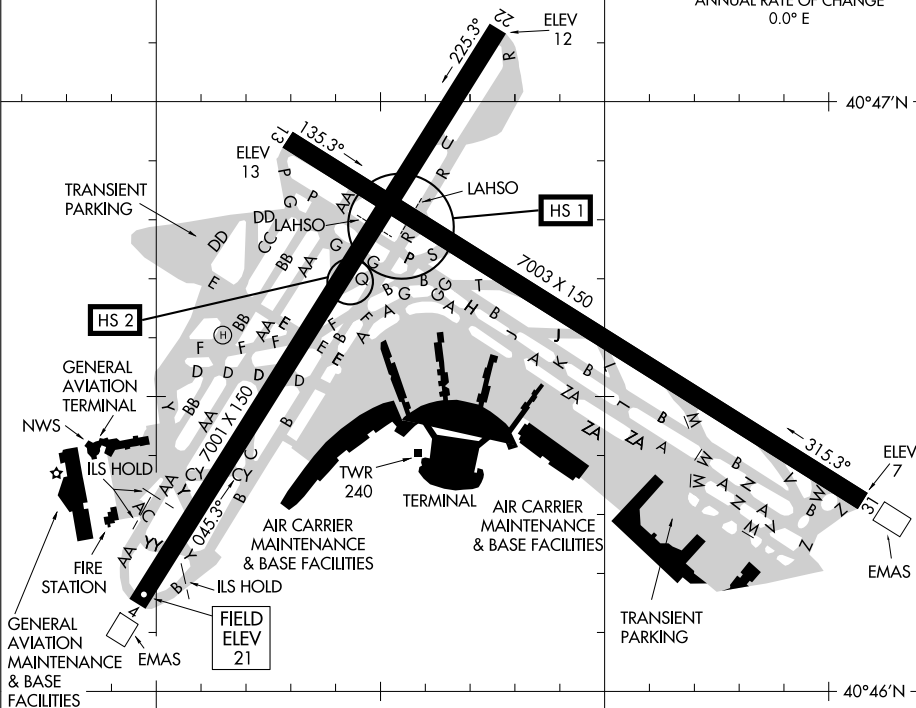
NEW YORK/LA GUARDIA (LGA)
NEW YORK, NEW YORK

ATIS ARR 125.95
DEP 127.05
LA GUARDIA TOWER
118.7 263.0
GND CON
121.7 263.0
CLNC DEL
135.2

VAR 13° 2' W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010



CAUTION: AIRCRAFT TAXIING ON TWY B FOR RWY 4 DEPARTURE, MAY BE INSTRUCTED TO HOLD AT THE ILS HOLD LINE.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 04-22
S-80, D-170, 2S-175, 2D-360
RWY 13-31
S-80, D-170, 2S-175, 2D-360

ASDE-X Surveillance System in use.
Pilots should operate transponders with Mode C on all twys and rwys.

73°53'W

73°52'W

AIRPORT DIAGRAM

NEW YORK, NEW YORK
NEW YORK/LA GUARDIA (LGA)

LA GUARDIA (LGA) 4 E UTC-5(-4DT) N40°46.64' W73°52.36'

NEW YORK

21 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D

COPTER

NOTAM FILE LGA

H-101, 12J, L-33B, 34H

RWY 13-31: H7003X150 (ASPH-CONC-GRVD) S-80, D-170, 2S-175, 2D-360 HIRL CL

IAP, AD

RWY 13: MALSR. TDZL. REIL. VASI(V4L)—GA 3.0°TCH 49'.

RWY 31: REIL. VASI(V16). Upper—GA 3.0° TCH 88'. Lower—GA 2.75° TCH 47'. Building.

RWY 04-22: H7001X150 (ASPH-CONC-GRVD) S-80, D-170, 2S-175, 2D-360 HIRL CL

RWY 04: MALSR. PAPI(P4R)—GA 3.0° TCH 52'. Building.

RWY 22: ALSF1. TDZL. REIL. VASI(V4L)—GA 3.0°TCH 52'.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04	13-31	4600
RWY 31	04-22	5500

ARRESTING GEAR/SYSTEM

RWY 13: EMAS

RWY 22: EMAS

AIRPORT REMARKS: Special Air Traffic Rules—Part 93, High Density Arpt, Prior Reservation Required, see Aeronautical Information Manual. Coded Transponder required. VFR reservation information avbl on ATIS. Attended continuously. Ship masts in apch Rwy 31. Flocks of birds on and in/ovf arpt. Fence 9' AGL 450' southeast Rwy 31 thld, 6400' southeast Rwy 04-22 centerline, 400' northeast Rwy 13-31 centerline. Port Authority of New York and New Jersey. Open to military conventional acft with prior permission, ctc arpt ops at 718-533-3700. Magnetic anomalies may affect compass heading when using extension Rwy 13 and Rwy 22 for txf. Rwy 13 VASI and ILS not coincidental. Noise abatement procedures in effect; call 212-435-3812 during normal business hrs. Twy G, Twy P, Twy R and Twy U concrete deck restricted to 5 knot turns, 10 knot straight. Twy ZA clsd 0400-1200Z† for acft parking. Twy Y between Twy AA and Twy BB clsd to acft with wingspan in excess of 113'. Twy F located btween Twy BB and Twy Y clsd indef. B767-400 acft rstd to 10Kt on Twy DD, Twy Z, Twy B, and Twy AA. ASDE-X surveillance system in use, pilots should operate transponders with mode C on all twys and rwys. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (718) 672-6317. LLWAS.**COMMUNICATIONS:** D-ATIS ARR 125.95 (718) 478-6070 D-ATIS DEP 127.05 (718) 478-0118 UNICOM 122.95

RCO 122.1R 113.1T (NEW YORK RADIO)

Ⓡ NEW YORK APP CON 120.8 132.7 128.8 (Final) 127.3 124.95 118.0

TOWER 118.7 GND CON 121.7 121.85 CLNC DEL 135.2 (121.875 helicopters) PRE-TAXI CLNC 135.2

Ⓡ NEW YORK DEP CON 120.4 124.45 127.05

AIRSPACE: CLASS B See VFR Terminal Area Chart.**RADIO AIDS TO NAVIGATION:** NOTAM FILE LGA.

(L) VOR/DME 113.1 LGA Chan 78 N40°47.02' W73°52.12' at fld. 15/12W.

VOR portion unusable:

245°-280° byd 25 NM blo 6000'

DME portion unusable:

245°-280° byd 25 NM blo 6000'

ORCHY NDB (LOM) 385 UR N40°51.98' W73°48.21' 222° 6.2 NM to fld.

Unusable 140°-210° byd 11 NM.

ILS 110.5 I-LGA Rwy 04. Class IT.

ILS/DME 108.5 I-GDI Chan 22 Rwy 13. Class IE. Glideslope unusable byd 5° left of course.

ILS 110.5 I-URD Rwy 22. Class IT. LOM ORCHY NDB. LOM unusable 140°-210° byd 11 NM.

ILS/DME 108.5 I-PZV Chan 22 Rwy 31. LOC only. LOC unusable byd 18° right side of course.

LDA/DME 111.15 I-TKD Chan 48(Y) Rwy 22. LOC course unusable inbound 2 DME. LOC unusable byd 25° left side of course. LOC unusable byd 20° right side of course.

• • • • •
HELIPAD H1: H60X60 (ASPH) PERIMETER LIGHTS**HELIPORT REMARKS:** H1 located intersection Twy BB and Twy F. Helicopter pad located at the intersection of Twy D, Twy F and Twy Y clsd indef.

NEW YORK SKYPORTS INC SPB (6N7) O E UTC-5(-4DT) N40°44.04' W73°58.37'

NEW YORK

00 NOTAM FILE ISP

COPTER

WATERWAY N-S: 10000X1000 (WATER)

SEAPLANE REMARKS: Attended 1300Z†-dusk. Landing fee. No tie-downs and no overnight stays avbl. Pilots must complete a proving flight with an authorized member of the N.E. Seaplanes Pilots Association prior to seaplane base use. 3-bladed props rqrd on all seaplanes. Located 1.7 south New York City Columbus Circle. Pilots rqrd not to fly over the 59th Street Bridge. East River-velocity 2.6 miles per hr in south southwest direction. Heavy boat tffc in river. Pilots required to taxi 1000 ft offshore on Manhattan side before beginning txf.

COMMUNICATIONS: CTAF 122.9

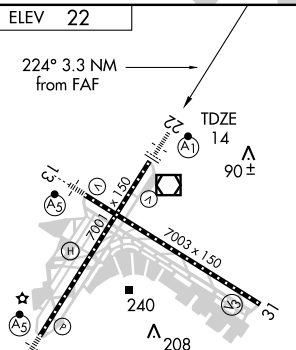
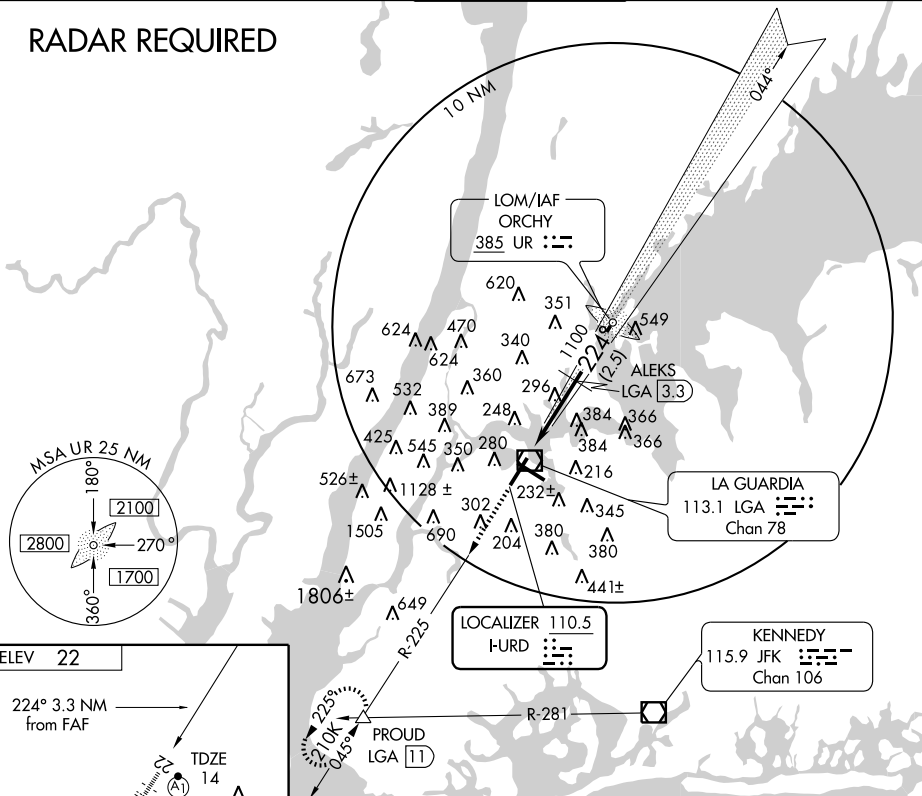
LOC I-URD 110.5	APP CRS 224°	Rwy Idg TDZE Apt Elev	7001 14 22
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COPTER ILS/DME RWY 22

NEW YORK/LA GUARDIA (L.G.A.)

NA		ALSF-1 	MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT and hold.	
ATIS ARR ATIS DEP	125.95 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0
		CLNC DEL 135.2		

RADAR REQUIRED




TDZ/CL Rwy 13 and 22
 HIRL Rwy 4-22 and 13-31
 REIL Rwy 13, 22, and 31

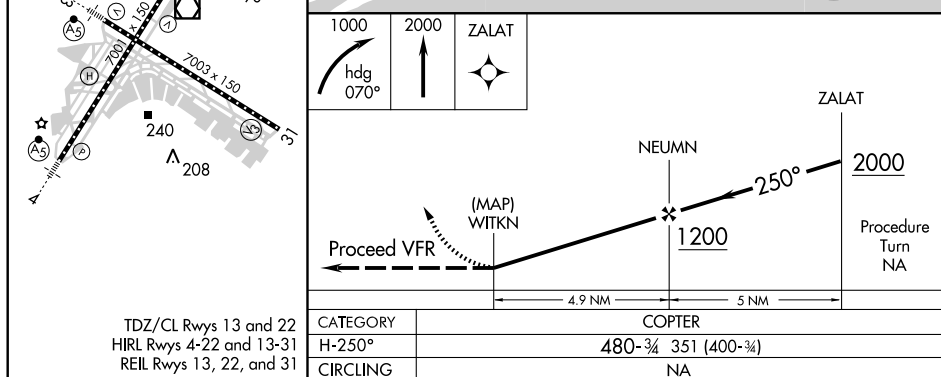
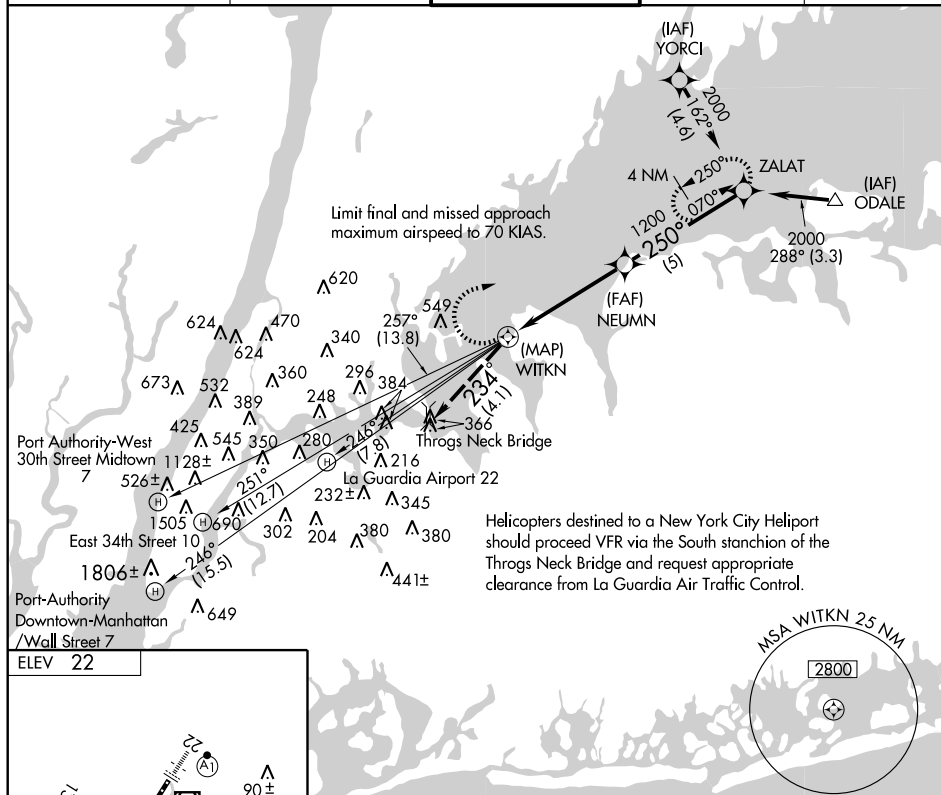
<div>2700 ↑ LGA R-225</div> <div>PROUD △</div>		<div>ALEKS LGA 3.3</div> <div>1090</div>		<div>ORCHY LOM</div> <div>2000</div>	
<div>VOR/DME LGA 0.1</div> <div></div>		<div>224°</div> <div>1100</div>		<div>GS 3.00° TCH 52</div>	
<div>3.2 NM</div>		<div>2.5 NM</div>			
CATEGORY	A	B	C	D	
H-ILS 22	214/12 200 (200-¼)	NA			
H-LOC 22	620/12 606 (700-¼)	NA			
CIRCLING	NA				

APP CRS 250°	Rwy Idg TDZE Apt Elev	N/A N/A 22
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COPTER RNAV (GPS) 250°

NEW YORK/ LA GUARDIA (LGA)

 NA Use La Guardia altimeter setting.		MISSED APPROACH: Climbing right turn to 1000 until heading through 070°, climb to 2000 direct ZALAT WP and hold.			
ATIS ARR ATIS DEP	125.95 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2



NEW YORK, NEW YORK

Orig-A 10266

NEW YORK/LA GUARDIA (LGA)

40°47'N - 73°52'W

COPTER RNAV (GPS) 250°

NE-2. 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

EXPRESSWAY VISUAL RWY 31

AL-289 (FAA)

NEW YORK/LA GUARDIA (LGA.)
NEW YORK, NEW YORK

ATIS ARR 125.95
 ATIS 127.05
 NEW YORK APP CON
 120.8 263.0
 LA GUARDIA TOWER
 118.7 263.0
 GND CON
 121.7 263.0
 CLNC DEL
 135.2

Note:

In the event of a go-around, pilots can expect to fly a westbound heading until the Hudson River, thence follow the Hudson River southbound for further instructions.

LOCALIZER 110.5

I-LGA

LA GUARDIA

113.1 LGA

Chan 78

FLUSHING
MEADOW PARKCITI
FIELDLGA
R-225DIALS INT
N40°42.93'
W73°55.60'

Weather minimums:
 3000 feet ceiling
 and 5 mile visibility.

Vertical Guidance
 Navaid and Angle
 VASI 3.0° and 2.75°

TWIN WHITE
TANKS

A 1806±

PROSPECT
PARK

Note:

Over fly Prospect Park
 to the extent practical.

KENNEDY

115.9 JFK

Chan 106

1 NM 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

EXPRESSWAY VISUAL RWY 31

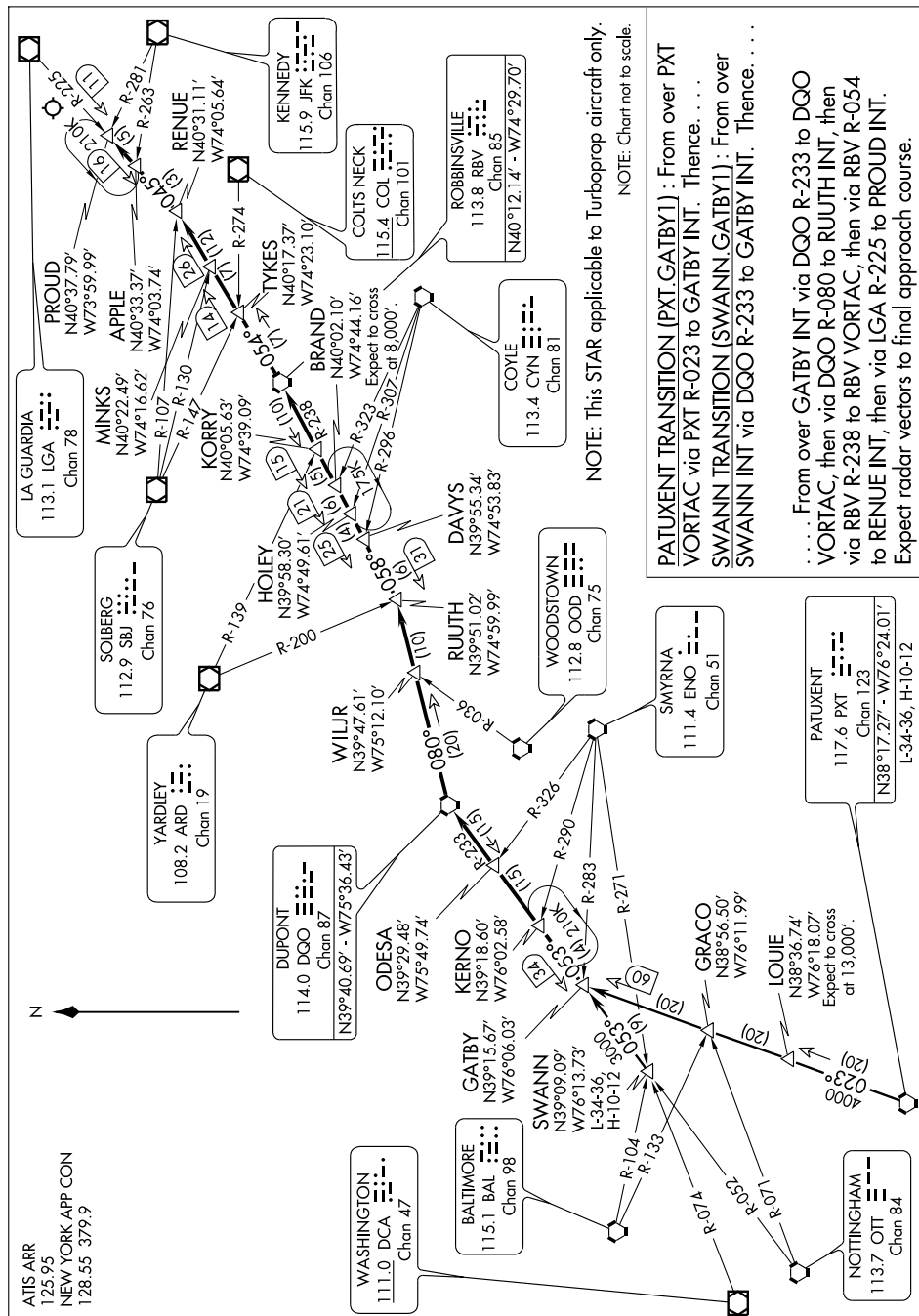
When cleared for an Expressway Approach to Rwy 31 (while on LGA VOR/DME R-225) cross DIALS INT at 2500 feet or above. Turn right at DIALS INT heading 085° and descend to Runway 31 via Long Island Expressway and Flushing Meadow Park. Use LGA Rwy 4 localizer for course guidance when LGA VOR is not available.

EXPRESSWAY VISUAL RWY 31

40°47'N-73°52'W

NEW YORK, NEW YORK
NEW YORK/LA GUARDIA (LGA.)

GATBY ONE ARRIVAL



NOTE: This STAR applicable to Turboprop aircraft only.

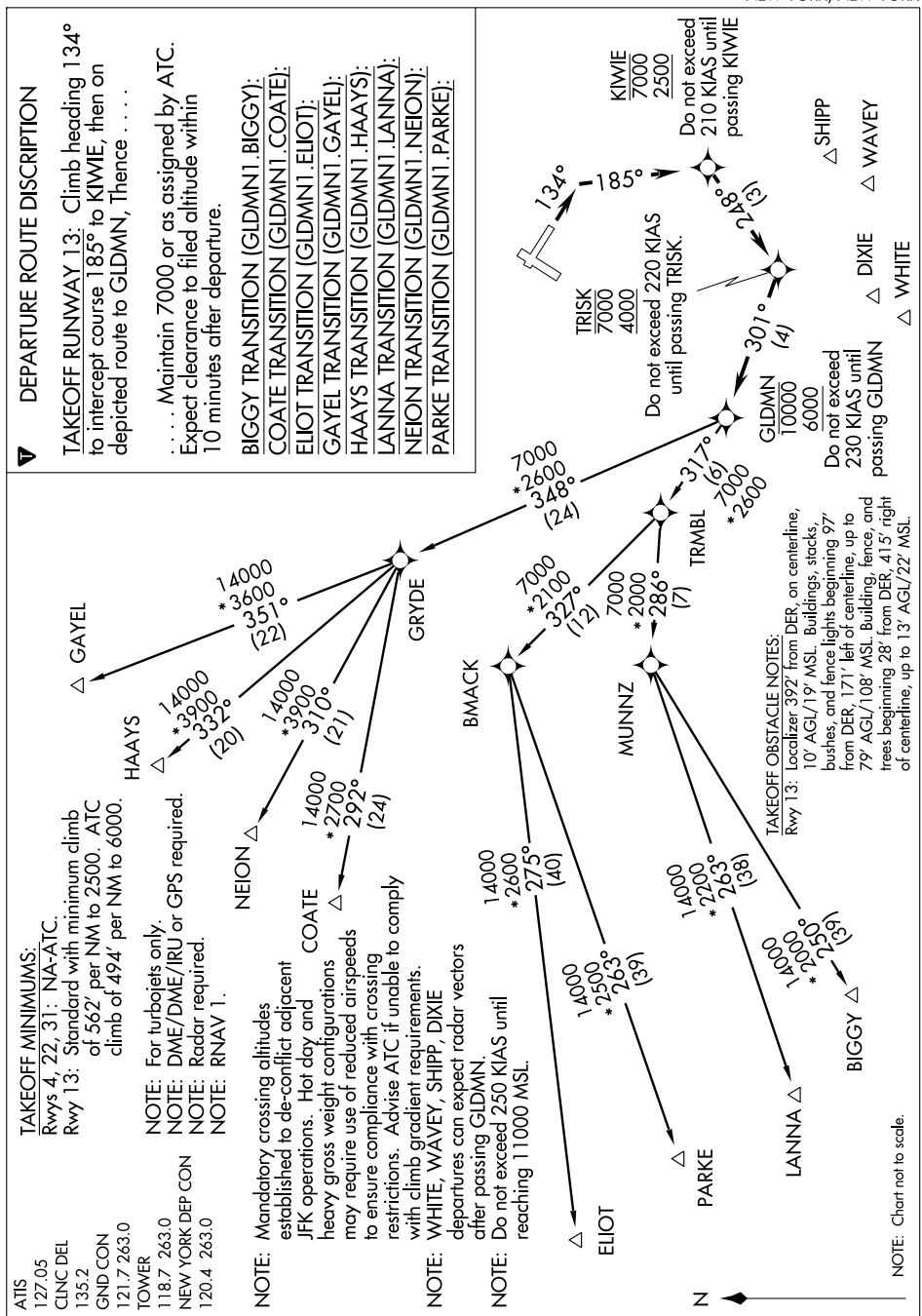
NOTE: Chart not to scale.

PATUXENT TRANSITION (PXT.GATBY1) : From over PXT VORTAC via PXT R-023 to GATBY INT. Thence. . . .

SWANN TRANSITION (SWANN.GATBY1) : From over
SWANN INT via DQO R-233 to GATBY INT. Thence, .

..... From over GATBY INT via DQO R-233 to DQO VORTAC, then via DQO R-080 to RUUTH INT, then via RBV R-238 to RBV VORTAC, then via RBV R-054 to RENUE INT, then via LGA R-225 to PROUD INT. Expect radar vectors to final approach course.

NE-2. 21 OCT 2010 to 18 NOV 2010




HAARP ONE ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
120.8 263.0
ATIS ARR
125.95


CYPER
N42°06.54'
W74°16.43'
Turbojet aircraft
expect to cross
at FL 180.

ALBANY
115.3 ALB $\equiv::$
Chan 100
N42°44.84'
W73°48.19'


ROCKDALE
112.6 RKA 
Chan 73
42°27.98'-W75°14.35
L-33-34, H-10-11-12

TRESA
N41°52.83'
W73°49.11'
6000
36°
5)


STOTT
N42°15.17'
W73°42.00'


CHESTER
115.1 CTR 
Chan 98

PAWLING
114.3 PWL :≡≡·
Chan 90
N41°46.19'
W73°36.03'

HUGUENOT
116.1 HUO 
Chan 108

KINGSTON
117.6 IGN $\frac{1}{2}$ 1
Chan 123
N41°39.93'
W73°49.33'

BRADLEY
109.0 BDL 
Chan 27
N41°56.46'
W72°41.31'
L-33-34, H-10-11-12


LA GUARDIA
113.1 LGA 
Chan 78
N40°47.02'-W73°52.12'

VALRE
N41°26.12'
W73°52.90'

N41°04.63'
W73°37.56'

BASYE
°20.62'-W73°47.92'
jet aircraft expect
cross at 9000'.

HAARP
N41°06.98'
W73°35.61'

DEER PARK
117.7 DPK 
Chan 124

NOTE: RADAR required.
NOTE: STAR applicable to turbojet aircraft and turboprop aircraft operating at greater than 250 KIAS.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.HAARP1): From over ALB VORTAC via PWL R-003 to PWL VOR/DME, then via PWL R-250 and IGN R-070 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . .

BRADLEY TRANSITION (BDL.HAARP1): From over BDL VORTAC via BDL R-255 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . .

ROCKDALE TRANSITION (RKA.HAARP1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . .

. . . From over HAARP INT via LGA R-044 to CRALY INT, then via LGA R-044 to LGA VOR/DME. Expect radar vectors to final approach course.

HAARP ONE ARRIVAL

(HAARP.HAARP1) 10154

NEW YORK, NEW YORK
LA GUARDIA

NE-2. 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CALDWELL, NJ		
ESSEX COUNTY (CDW)	HS 1	Twy N and Twy P close proximity to Rwy 28.
NEW YORK, NY		
LA GUARDIA (LGA)	HS 1	Int of rws and Twy G, Twy P, Twy R, Twy S.
	HS 2	Exiting Rwy 04 at Twy Q.
ROCHESTER, NY		
GREATER ROCHESTER		
INTL (ROC)	HS 1	Adjacent thresholds.
	HS 2	Rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-LGA 110.5	APP CRS 044°	Rwy Idg TDZE Apt Elev	7001 21 21
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ILS or LOC RWY 4

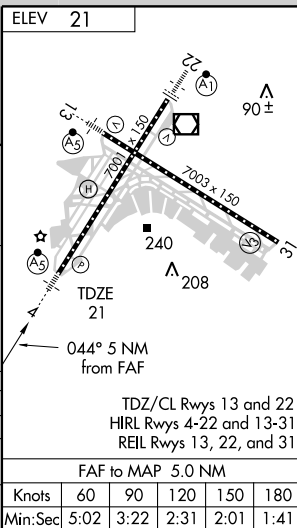
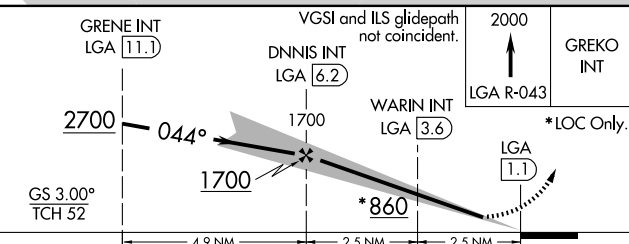
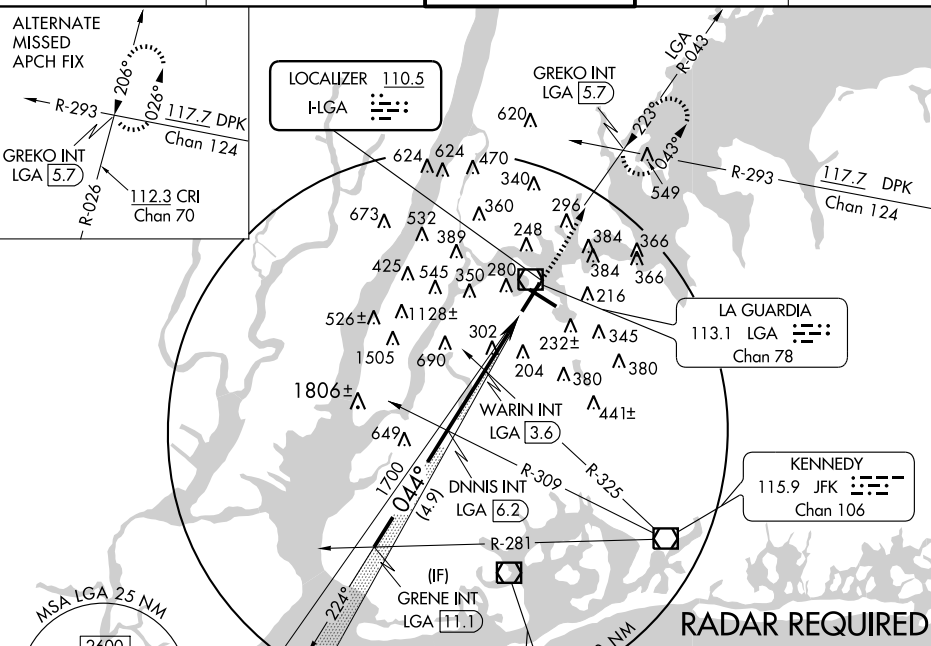
NEW YORK/LA GUARDIA (LGA)

⚠ When VGSI inoperative, Straight-in/Circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-LOC 4 Cats A/B visibility to RVR 5000.

MALSR
(A5)

MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to GREKO INT/LGA 5.7 DME and hold.

ATIS ARR ATIS DEP	125.95 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2
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CATEGORY	A	B	C	D
S-ILS 4	305/40 284 (300-¾)			
S-LOC 4	560/40 539 (600-¾)	560/50 539 (600-1)	560/60 539 (600-1¼)	
CIRCLING	640-1 619 (700-1)	640-1¾ 619 (700-1¾)	700-2¼ 679 (700-2¼)	

TDZ/CL Rwy 13 and 22
HRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31

FAF to MAP 5.0 NM

Knots	60	90	120	150	180
Min:Sec	5:02	3:22	2:31	2:01	1:41

LOC/DME I-GDI <u>108.5</u> Chan 22	APP CRS 134°	Rwy Idg 7003 TDZE 13 Apt Elev 22
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ILS or LOC RWY 13
NEW YORK/LA GUARDIA (LGA)

T DME or RADAR required.
A ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT and hold.

ATIS ARR	125.95
ATIS DEP	127.05

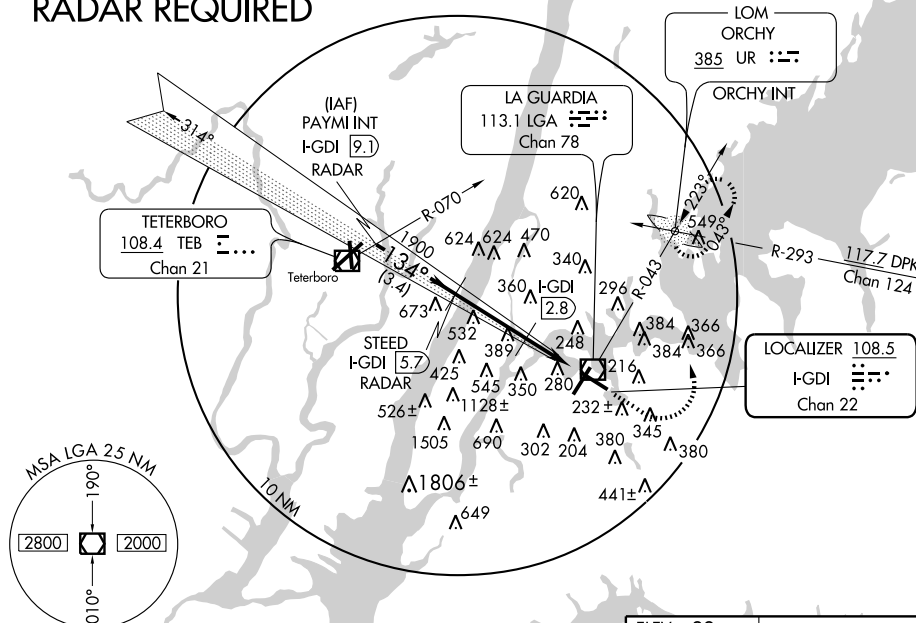
NEW YORK APP CON
120.8 263.0

LA GUARDIA TOWER
118.7 263.0

GND CON
121.7 263.0

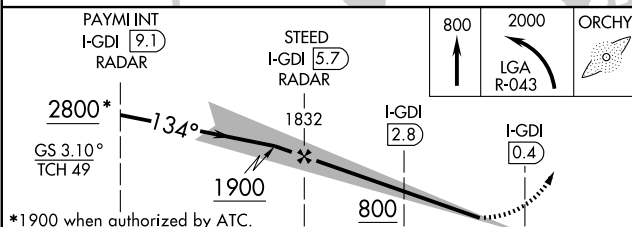
CLNC DEL
135.2

RADAR REQUIRED



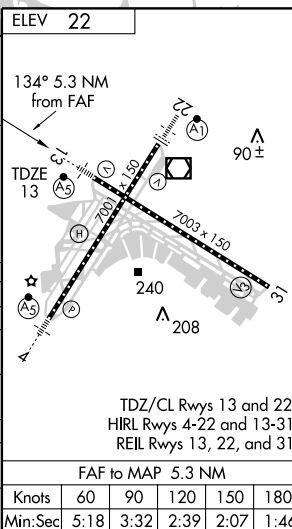
NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010



*1900 when authorized by ATC.

	3.4 NM		2.9 NM	2.4 NM	
CATEGORY	A	B	C	D	
S-ILS 13	**213/24		200 (200-½)		
S-LOC 13	800/24 787 (800-½)	800/40 787 (800-¾)	800-1¼ 787 (800-1¾)	800-2 787 (800-2)	
CIRCLING	800-1 778 (800-1)	800-1¼ 778 (800-1¼)	800-2¼ 778 (800-2¼)	800-2½ 778 (800-2½)	
DME MINIMUMS					
S-LOC 13	500/24	487 (500-½)	500/40 487 (500-¾)	500/50 487 (500-1)	
CIRCLING	580-1 558 (600-1)	600-1 578 (600-1)	620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)	



NEW YORK, NEW YORK

Orig-C 10266

40°47'N - 73°52'W

NEW YORK/LA GUARDIA (LGA)

ILS or LOC RWY 13

LOC I-URD <u>110.5</u>	APP CRS 224°	Rwy Idg TDZE Apt Elev	7001 14 22
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ILS or LOC RWY 22

NEW YORK/LA GUARDIA(LGA)



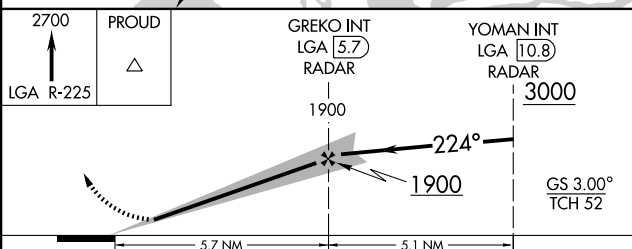
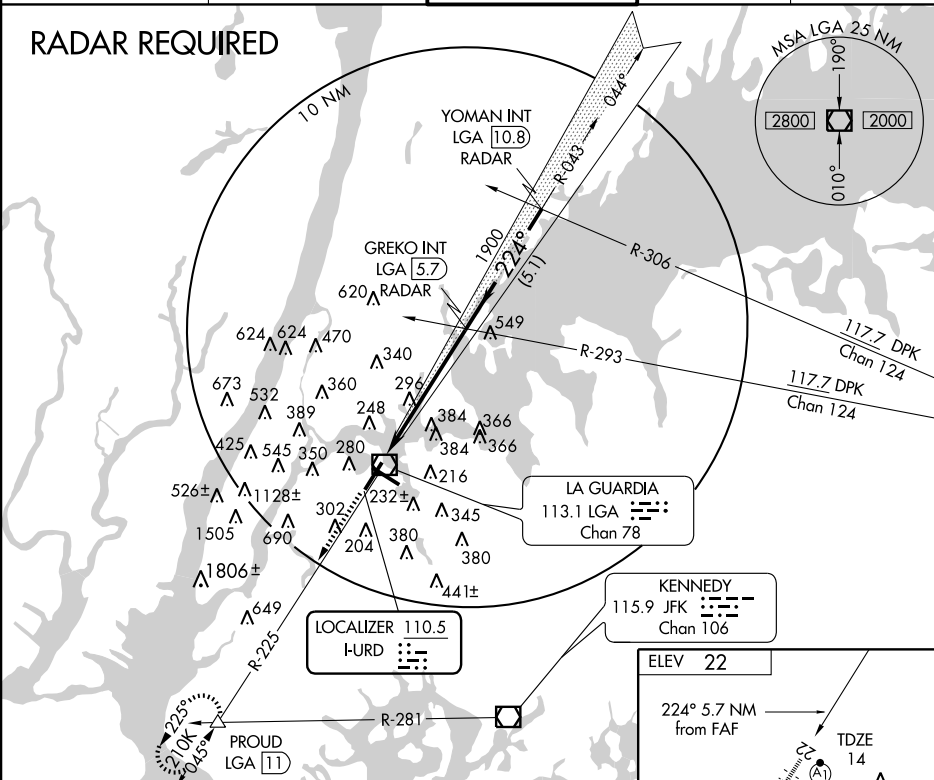
ALSF-1



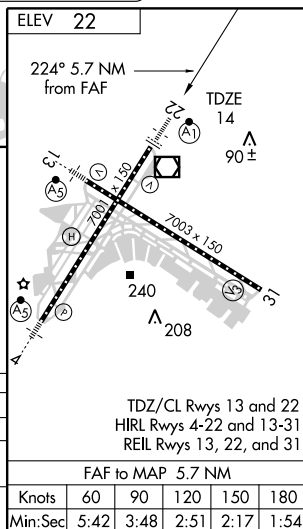
MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT/LGA 11 DME and hold.

ATIS ARR	125.95	NEW YORK APP CON		LA GUARDIA TOWER		GND CON		CLNC DEL
ATIS DEP	127.05	120.8 263.0		118.7 263.0		121.7 263.0		135.2

RADAR REQUIRED



CATEGORY	A		B	C	D
S-ILS 22	214/18 200 (200-½)				
S-LOC 22	620/24	606 (600-½)	620/60 606 (600-1¼)	620-1½ 606 (600-1½)	
CIRCLING	620-1	598 (600-1)	620-1¾ 598 (600-1¾)	700-2 ¼ 678 (700-2 ¼)	



NEW YORK, NEW YORK

Amdt 19B 10266

40°47'N - 73°52'W

NEW YORK/LA GUARDIA (LGA)

ILS or LOC RWY 22

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

KORRY THREE ARRIVAL (ENO.KORRY3)

NEW YORK, NEW YORK

ARRIVAL ROUTE DESCRIPTION

AGARD TRANSITION (AGARD.KORRY3): From over AGARD INT via SIE R-276 and ENO R-235 to ENO VORTAC. Thence

GORDONSVILLE TRANSITION (GVE.KORRY3): From over GVE VORTAC via GVE R-091 and PXT R-238 to PXT VORTAC, then via PXT R-046 and ENO R-226 to ENO VORTAC. Thence

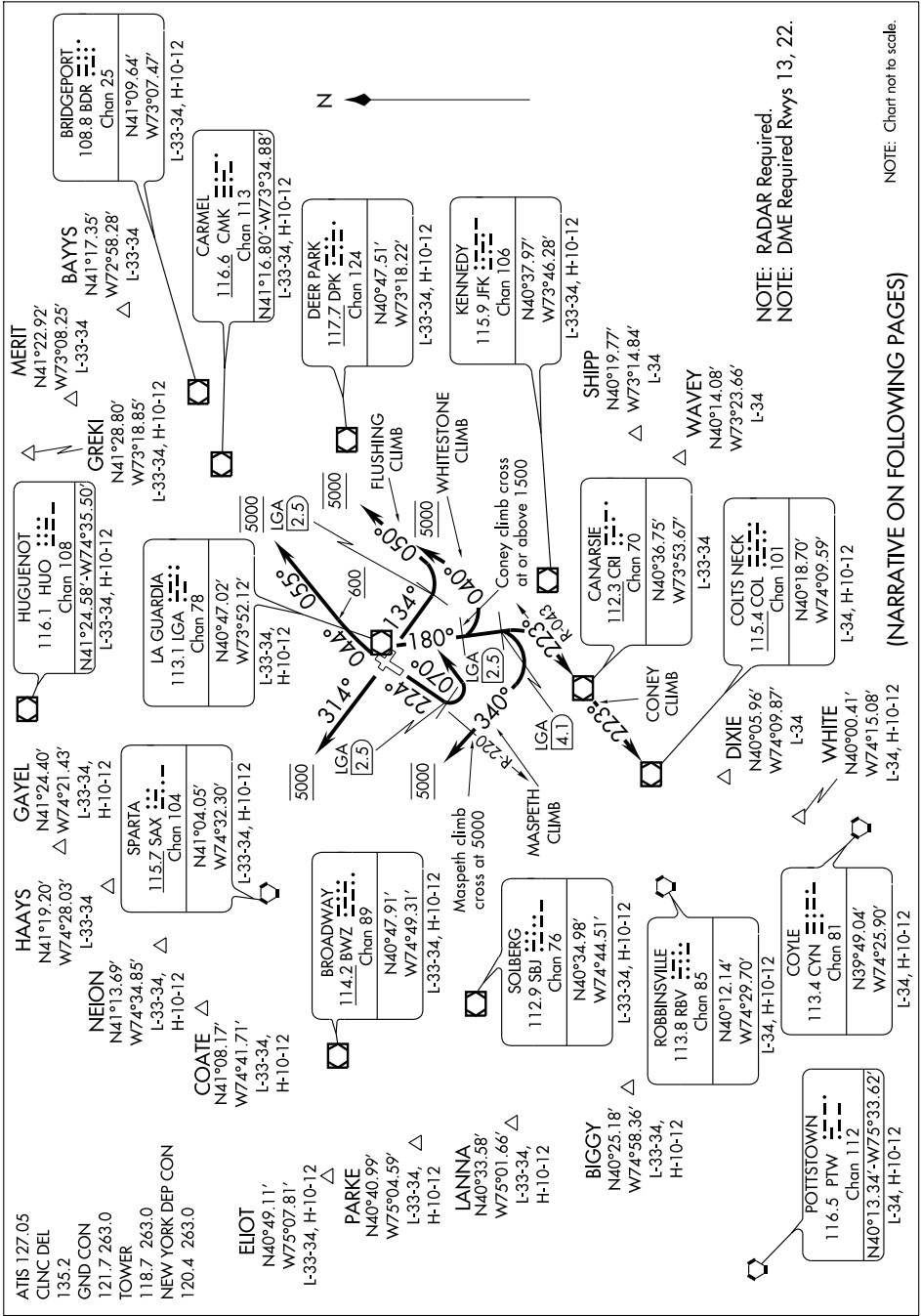
PATUXENT TRANSITION (PXT.KORRY3): From over PXT VORTAC via PXT R-046 and ENO R-226 to ENO VORTAC. Thence

. . . . From over ENO VORTAC via ENO R-044 to DAVYS INT, then via RBV R-238 to RBV VORTAC, then via RBV R-054 to RENUE INT, then via LGA R-225 to PROUD INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010



LA GUARDIA TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 044° to 600', then right turn heading 055°, maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 13 (Coney Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC): Climbing right turn heading 180° to intercept CRI R-043, do not exceed 230 knots until intercepting CRI R-043, to CRI VOR/DME then on CRI R-223, cross LGA 2.5 DME at or above 1500', maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 13 (Flushing Climb): Climb heading 134° to LGA 2.5 DME, then left turn heading 050°, maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 13 (Maspeth Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC.): Climbing right turn heading 180° to LGA 4.1 DME, then right turn heading 340°, cross LGA R-220 at and maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 13 (Whitestone Climb): Climbing right turn heading 180° to LGA 2.5 DME, then left turn heading 040°, do not exceed 210 knots until established on heading 040°, maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 22: Climb heading 224° to LGA 2.5 DME, then left turn heading 070°, maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 31: Climb heading 314° (or as assigned by ATC), maintain 5000', Thence. . . .

. . . .via radar vectors to assigned ROUTE/FIX. Expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: BIGGY, ELIOT, LANNA, and PARKE departures do not exceed 250 knots until reaching 11,000'.

NOTE: BAYYS departures expect vectors to BDR/BDR R-054.

NOTE: COATE departures expect vectors to SAX/SAX R-311.

NOTE: RWY 31 departures expect turn on course leaving 6000'.

NOTE: SHIPP departures expect vectors to JFK/JFK R-139.

NOTE: WAVEY departures expect vectors to JFK/JFK R-156.

NOTE: WHITE departures expect vectors to COL/COL R-204.

NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.

NOTE: DIXIE departures expect vectors to COL/COL R-192.

NOTE: ELIOT departures expect vectors to SAX R-252.

NOTE: GAYEL departures expect vectors to DPK R-320.

NOTE: GREKI departures expect vectors to CMK R-057.

NOTE: LANNA departures expect vectors to PTW R-059.

NOTE: MERIT departures expect vectors to LGA R-055.

NOTE: NEION departures expect vectors to LGA R-322.

NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.

NOTE: HAAYS departures expect vectors to HUO.

(CONTINUED ON FOLLOWING PAGE)

▼

(CONTINUED)

TAKE-OFF OBSTACLES

- Rwy 4: Bridge 2.1 NM from DER, 3754' right of centerline, 345' AGL/384' MSL.
Bush and Terrain beginning 99' from DER, 114' left of centerline, up to 16' AGL/33' MSL.
- Rwy 13: Numerous buildings beginning 1.9 NM from DER, 741' right of centerline, up to 280' AGL/345' MSL.
Multiple buildings, Stacks, Bush and Fence Lights beginning 98' from DER, 168' left of centerline, up to 211' AGL/271' MSL.
Localizer 392' from DER, on centerline, 10' AGL/19' MSL.
- Rwy 22: Multiple Trees, Buildings and Blast Fence beginning 109' from DER, 138' right of centerline, up to 222' AGL/302' MSL.
Multiple Trees and Buildings beginning 165' from DER, 150' left of centerline, up to 72' AGL/102' MSL.
- Rwy 31: Stack 1.3 NM from DER, 2014' left of centerline, 250' AGL/268' MSL.

TAKE-OFF MINIMUMS:

- Rwy 4: 400-2½ or STANDARD with minimum climb of 230' per NM to 600.
- Rwy 13: 400-2¼ or STANDARD with minimum climb of 280' per NM to 500.
- Rwy 22: 300-2¼ or STANDARD with minimum climb of 210' per NM to 400.
- Rwy 31: 300-1½ or STANDARD with minimum climb of 260' per NM to 400.

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

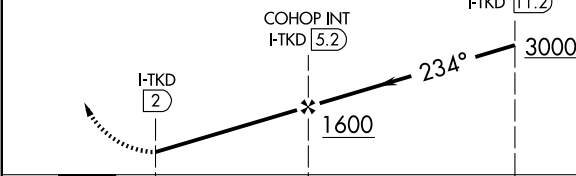
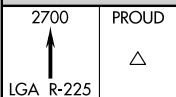
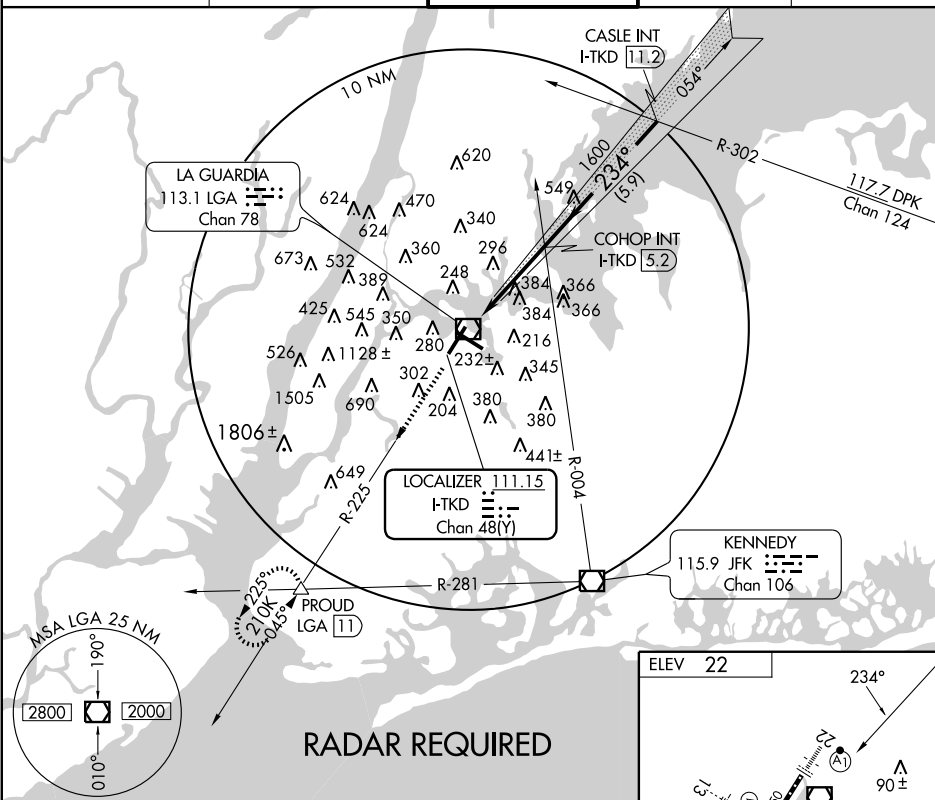
LOC/DME I-TKD 111.15 Chan 48 (Y)	APP CRS 234°	Rwy Idg TDZE Apt Elev	N/A N/A 22
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LDA-A
NEW YORK/LA GUARDIA (LGA)

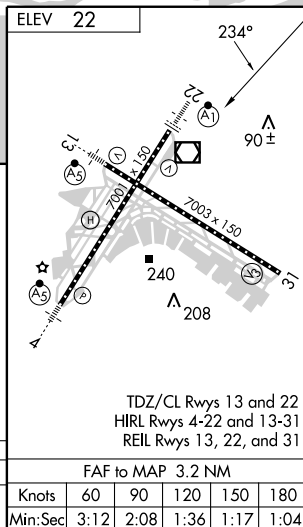


MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT and hold.

ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2
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CATEGORY	A	B	C	D
CIRCLING	640-1	618 (700-1)	640-1 3/4 618 (700-1 3/4)	700-2 1/4 678 (700-2 1/4)



LOC/DME I-PZV 108.5 Chan 22	APP CRS 316°	Rwy Idg TDZE Apt Elev	7003 8 22
--	------------------------	-----------------------------	--------------------------------------

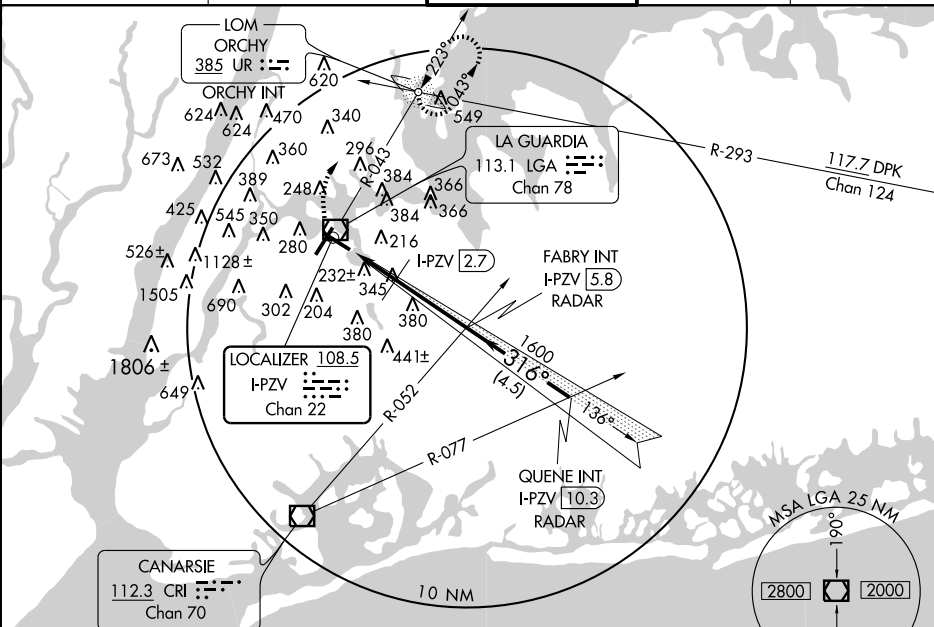
LOC RWY 31

NEW YORK/LA GUARDIA (LGA)

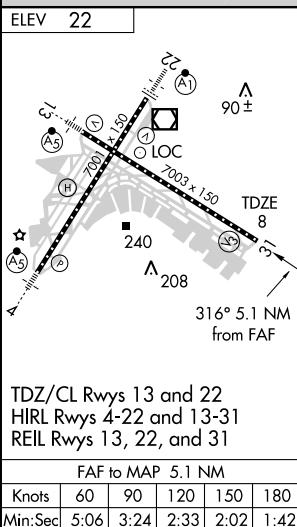




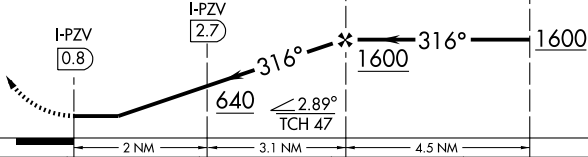
MISSED APPROACH: Climbing right turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT and hold.

ATIS ARR ATIS DEP	125.95 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2
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RADAR REQUIRED



2000	ORCHY				
					
					
CATEGORY	A	B	C	D	
S-31	640/50 632 (700-1)		640-1¾ 632 (700-1¾)	640-2 632 (700-2)	
CIRCLING	640-1 618 (700-1)		640-1¾ 618 (700-1¾)	700-2 ¼ 678 (700-2¼)	
DME MINIMUMS					
S-31	600/50 592 (600-1)		600-1½ 592 (600-1½)	600-1¾ 592 (600-1¾)	
CIRCLING	600-1 578 (600-1)		620-1½ 598 (600-1½)	700-2 ¼ 678 (700-2¼)	

MILTON THREE ARRIVAL

NE-2, 21 OCT 2010 to 18 NOV 2010

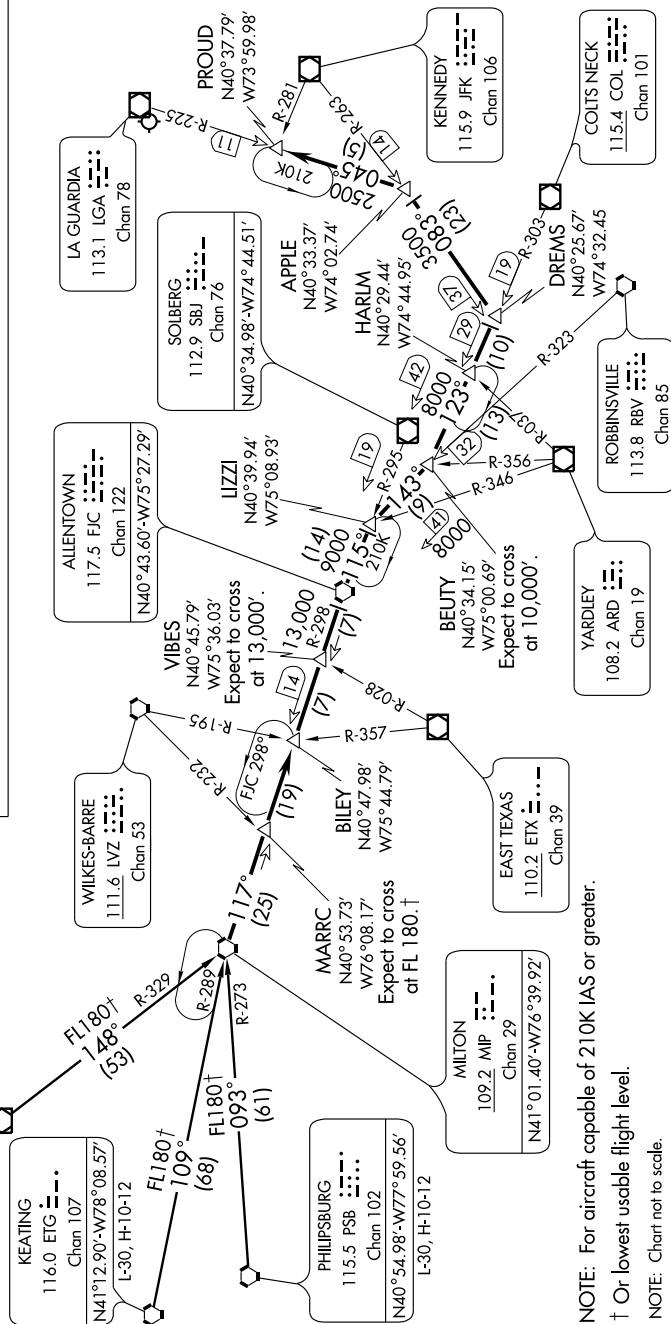
KEATING TRANSITION (ETG.MP3)

PHILIPSBURG TRANSITION (PSB MIP3)

STONYFORK TRANSITION (SEK.MP3)

From over MIP VORTAC via MIP R-117 and FJC R-298 to FJC VORTAC, then via SBJ R-295 to LIZZI INT, then via RBV VORTAC R-323 to BEUTY INT, then via COL VOR/DME R-303 to HARLM INT and DREMS INT, then via JFK VOR/DME R-263 to APPLE INT, then via LGA VOR/DME R-225 to PROUD INT.

Expect radar vectors to final approach course.



NOTE: For aircraft capable of 210K IAS or greater.

† Or lowest usable flight level.

NOTE: Chart not to scale.

NE-2. 21 OCT 2010 to 18 NOV 2010

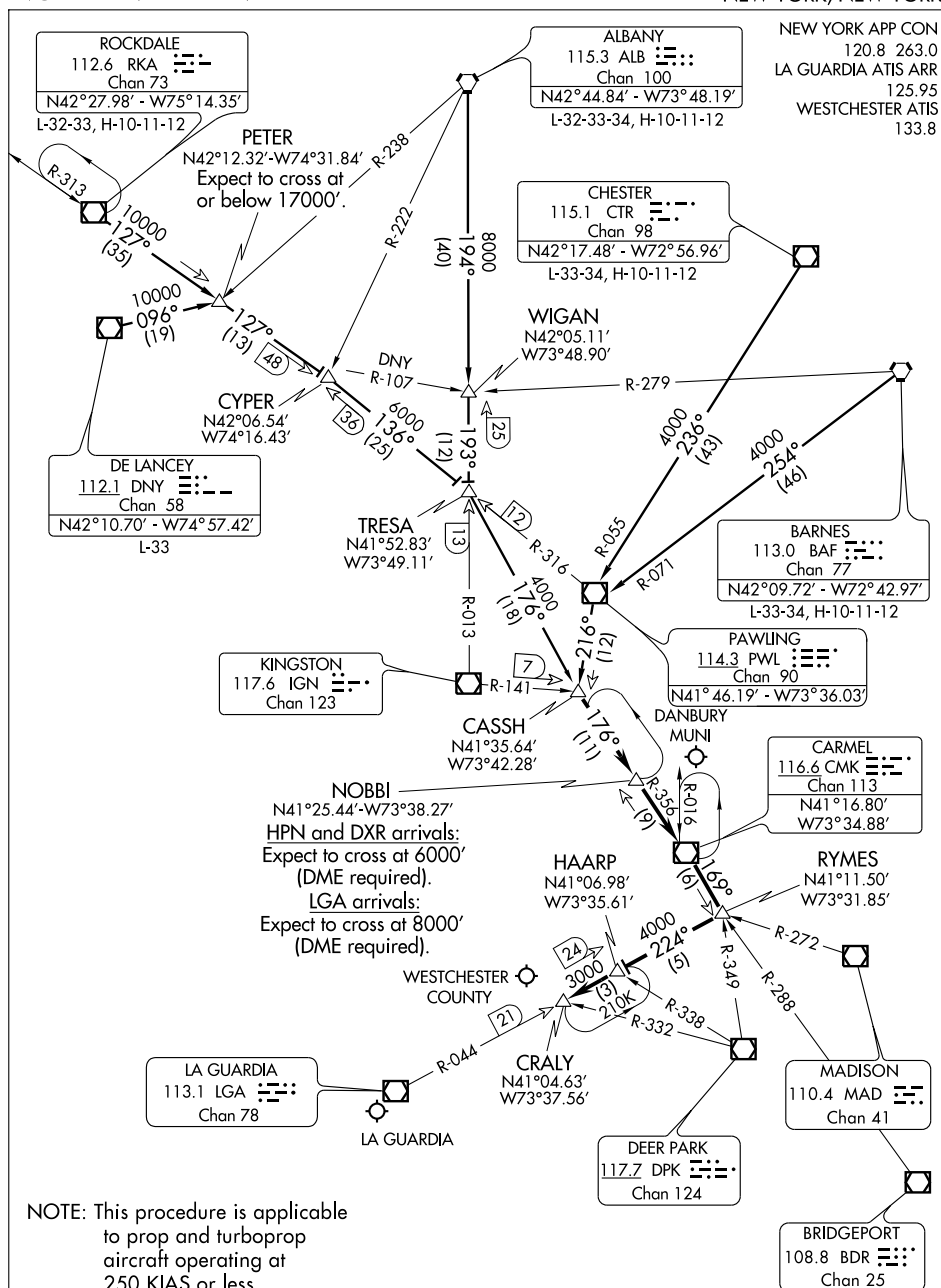
MILTON THREE ARRIVAL

(MIP.MIP3) 09295

NEW YORK, NEW YORK
LA GUARDIA

NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK



NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBB15): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBB15): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBB15): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

DE LANCEY TRANSITION (DNY.NOBB15): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

ROCKDALE TRANSITION (RKA.NOBB15): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

NTHNS ONE DEPARTURE (RNAV)

ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Mandatory crossing altitudes established to de-conflict adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Advise ATC if unable to comply with climb gradient requirements.
NOTE: WAVEY/SHIPP departures can expect vectors on course prior to CRI VOR/DME.

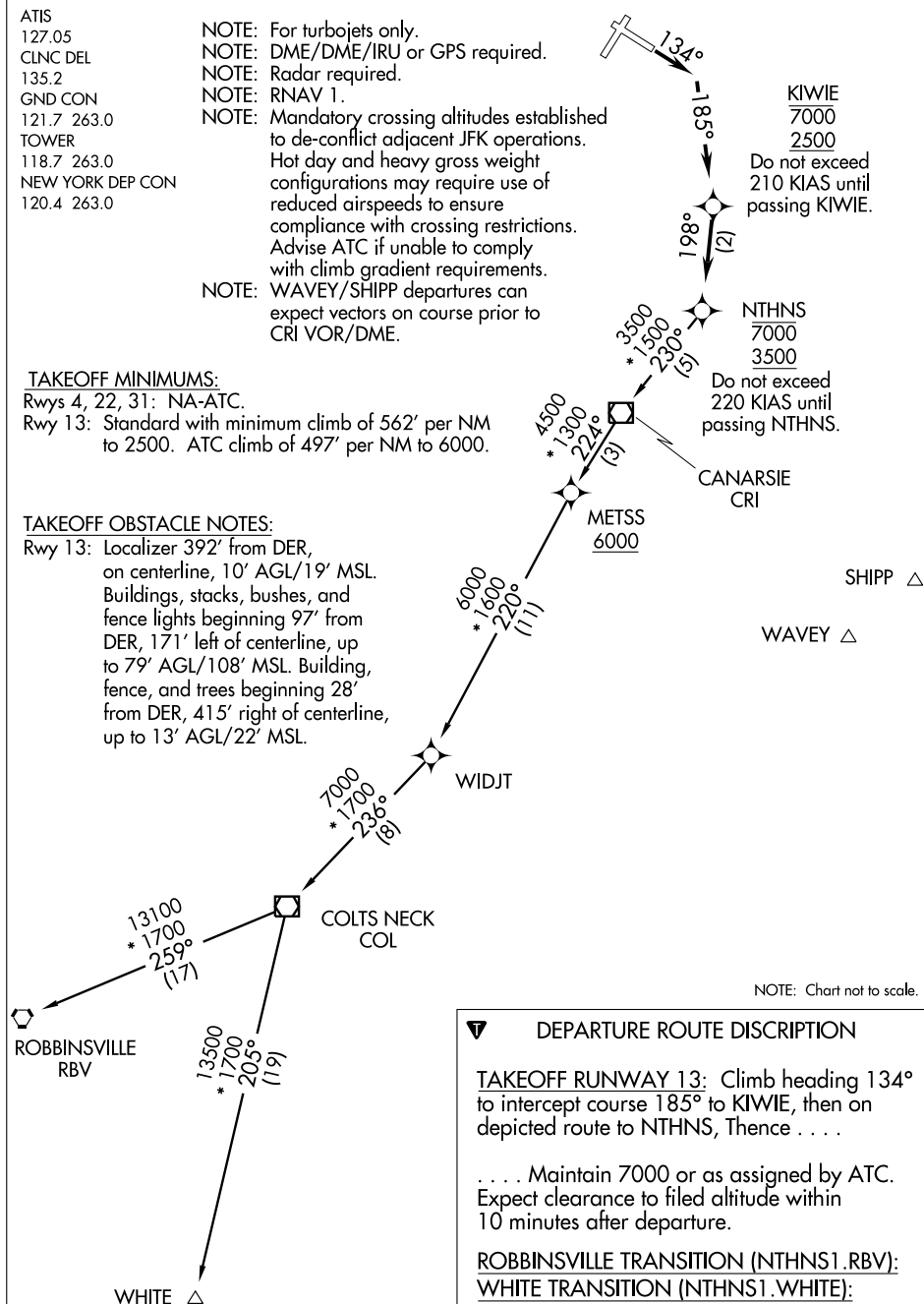
TAKEOFF MINIMUMS:

Rwys 4, 22, 31: NA-ATC.

Rwy 13: Standard with minimum climb of 562' per NM to 2500. ATC climb of 497' per NM to 6000.

TAKEOFF OBSTACLE NOTES:

Rwy 13: Localizer 392' from DER, on centerline, 10' AGL/19' MSL. Buildings, stacks, bushes, and fence lights beginning 97' from DER, 171' left of centerline, up to 79' AGL/108' MSL. Building, fence, and trees beginning 28' from DER, 415' right of centerline, up to 13' AGL/22' MSL.



DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 185° to KIWIE, then on depicted route to NTHNS, Thence . . .

. . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

ROBBINSVILLE TRANSITION (NTHNS1.RBV):
WHITE TRANSITION (NTHNS1.WHITE):

RIVER VISUAL RWY 13

AL-289 (FAA)

NEW YORK/LA GUARDIA (LGA)
NEW YORK, NEW YORK

ATIS ARR 125.95

ATIS 127.05

NEW YORK APP CON

120.8 263.0

LA GUARDIA TOWER

118.7 263.0

GND CON

121.7 263.0

CLNC DEL

135.2

Maintain 2000 or above
as long as possibleSTATUE
OF
LIBERTY

306

1806 ±

EMPIRE
STATE
BUILDING

1505



CENTRAL PARK

RADAR REQUIRED

Weather minimums 3200 feet ceiling
and 5 mile visibility.Vertical Guidance Navaid
and Angle:
VASI 3.0° TCH 48'

1 NM 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

RIVER VISUAL RWY 13

When cleared for a RIVER VISUAL Rwy 13 approach, remain over the Hudson River until starting the turn to final approach north of Central Park. Expect 3500 feet until abeam Central Park (2500 feet when authorized by ATC).

RIVER VISUAL RWY 13

40°47'N-73°52'W

NEW YORK, NEW YORK
NEW YORK/LA GUARDIA (LGA)

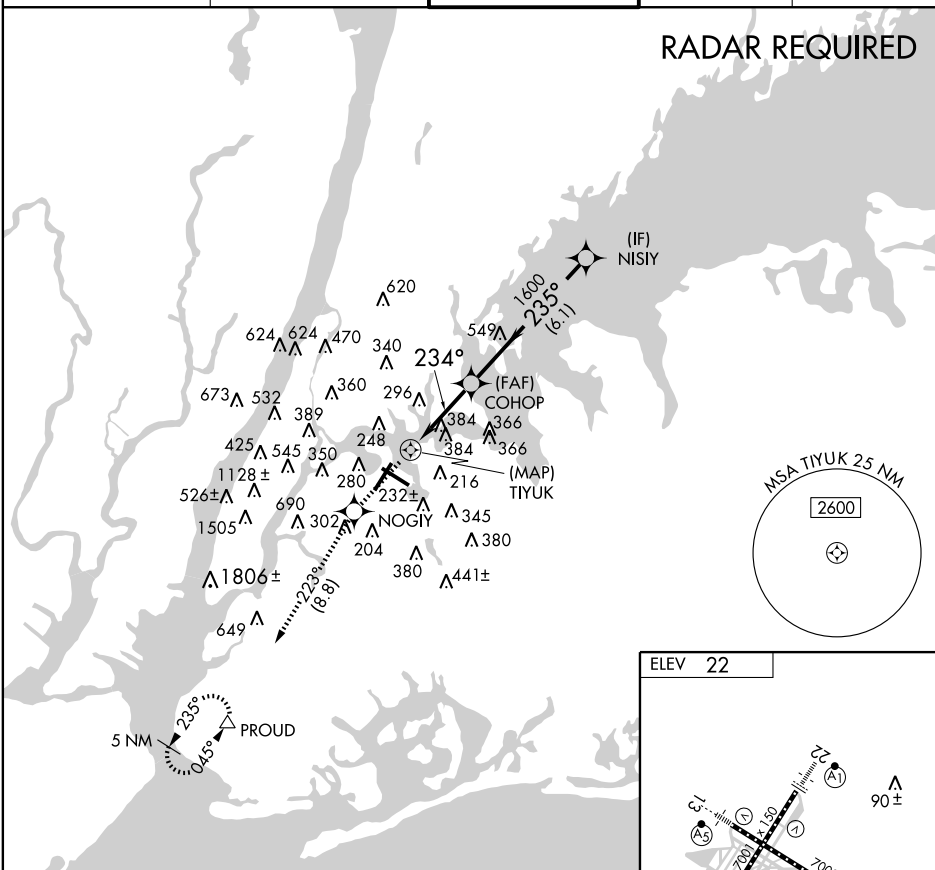
APP CRS 234°	Rwy Idg TDZE Apt Elev	N/A N/A 22
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RNAV (GPS) -B
NEW YORK/ LA GUARDIA (LGA)

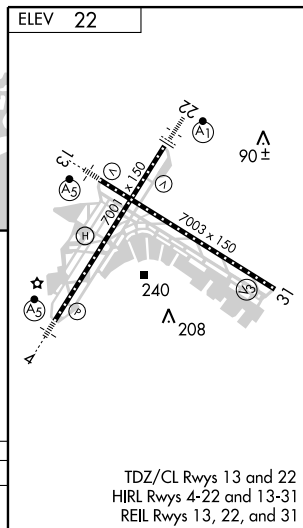
▼ ▲	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2700 direct NOGIY and via 223° track to PROUD and hold.
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ATIS ARR ATIS DEP	125.95 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2
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RADAR REQUIRED



2700	NOGIY	Tr 223°	PROUD	NISIY
↑	✱		△	
<p>COHOP</p> <p>TIYUK</p> <p>234°</p> <p>235°</p> <p>1600</p> <p>3000</p> <p>0.8 3.2 NM 6.1 NM</p>				
CATEGORY	A	B	C	D
CIRCLING	640-1	618 (700-1)	640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)



TDZ/CL Rwy 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31

WAAS CH 65618 W13A	APP CRS 134°	Rwy Idg TDZE 13 Apt Elev 22	7003
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RNAV (GPS) RWY 13

NEW YORK/ LA GUARDIA (LGA)



For inoperative MALS/R, increase
LPV visibility to RVR 4000 all Cats.
Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 2000 direct ALBRE
and via 097° track to CEZSO and via 043° track
to SINEE and left turn via 313° track to ZOMAS
and via 223° track to GREKO and hold.

ATIS ARR **125.95**
ATIS DEP **127.05**

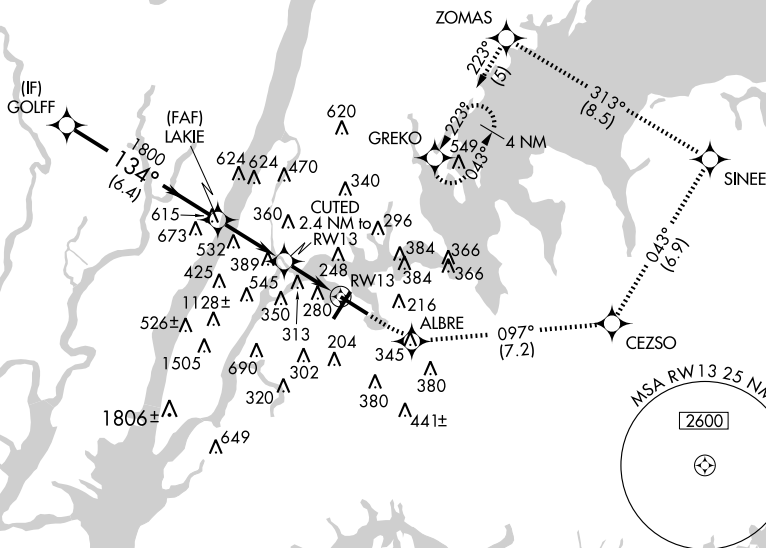
NEW YORK APP CON
120.8 263.0

LA GUARDIA TOWER
118.7 263.0

GND CON
121.7 263.0

CLNC DEL
135.2

RADAR REQUIRED



ELEV 22

2000

ALBRE

tr 097°

CEZSO

GOLFF

2800

1800

840

GS 3.10°
TCH 49

134°

LAKIE

CUTED
2.4 NM to
RW13*1.6 NM to
RW13

*LNAV only.

6.4 NM 2.8 NM 0.8 NM 1.6

CATEGORY

A

B

C

D

LPV DA

263/24

250

(300-½)

LNAV/
VNAV DA

679-1 ¾

666

(700-1 ¾)

LNAV MDA

580/24

567

(600-½)

580/50

567

(600-1)

580/60

567

(600-1 ¾)

CIRCLING

680-2 ¼

658

(700-2 ¼)

700-2 ¼

678

(700-2 ¼)

134° to
RW13

TDZE 13

7003 x 1.50

240

208

90±

22

130

130

130

130

130

130

130

130

130

130

130

APP CRS 314°	Rwy ldg TDZE Apt Elev	7003 8 22
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RNAV (GPS) RWY 31

NEW YORK/ LA GUARDIA (LGA)



DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn
to 2000 direct GREKO and hold.

ATIS ARR **125.95**
ATIS DEP **127.05**

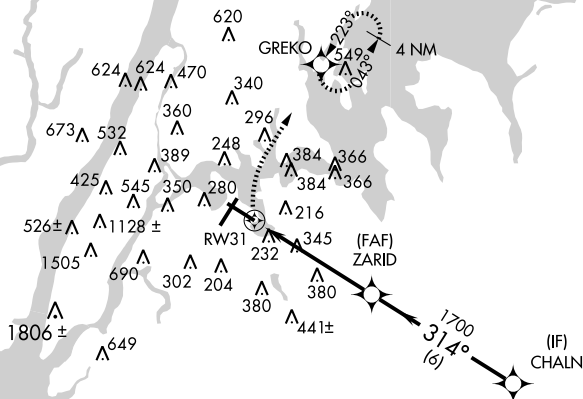
NEW YORK APP CON
120.8 263.0

LA GUARDIA TOWER
118.7 263.0

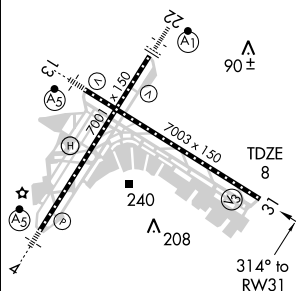
GND CON
121.7 263.0

CLNC DEL
135.2

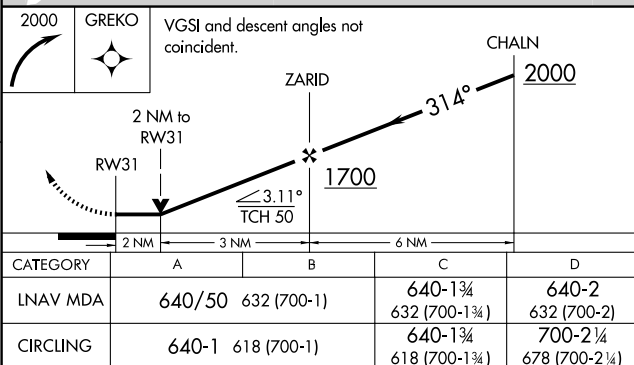
RADAR REQUIRED



ELEV 22



TDZ/CL Rwy 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31



WAAS CH 60918 W04A	APP CRS 044°	Rwy Idg TDZE 21 Apt Elev 21	7001
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RNAV (GPS) Y RWY 4

NEW YORK/ LA GUARDIA (LGA)

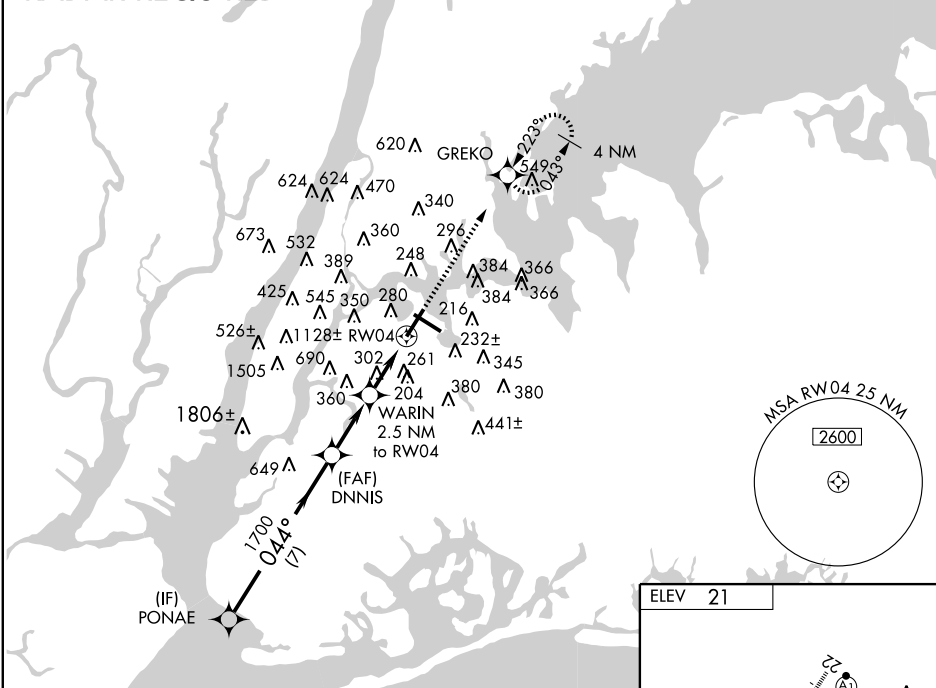
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. When VGSI inoperative, Straight-in/Circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 2000 direct GREKO and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED



ELEV 21

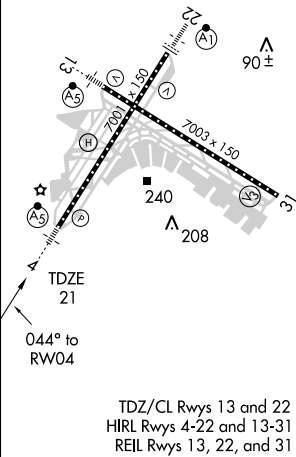
VGSI and RNAV glidepath
not coincident.

2000



*LNAV only.

PONAE	DNNIS	WARIN 2.5 NM to RW04	RW04
3000	044°	*860	
GS 3.00° TCH 52	1700		
	7 NM	2.5 NM	2.5 NM
CATEGORY	A	B	C
LPV DA	323/50 302 (400-1)		
LNAV/ VNAV DA	566-1½ 545 (600-1½)		
LNAV MDA	560/50 539 (600-1)		
			560/60 539 (600-1½)
CIRCLING	640-1 619 (700-1)		
		640-1½ 619 (700-1½)	700-2¼ 679 (700-2¼)



TDZ/CL Rwy 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31

WAAS CH 70318 W22A	APP CRS 224°	Rwy Idg TDZE Apt Elev	7001 12 21
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RNAV (GPS) Y RWY 22

NEW YORK/ LA GUARDIA (LGA)

⚠ When VGSI inoperative, Circling Rwy 4 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-1



MISSED APPROACH: Climb to 2700 direct JEDNO and via 224° track to PROUD and hold.

ATIS ARR **125.95**
ATIS DEP **127.05**

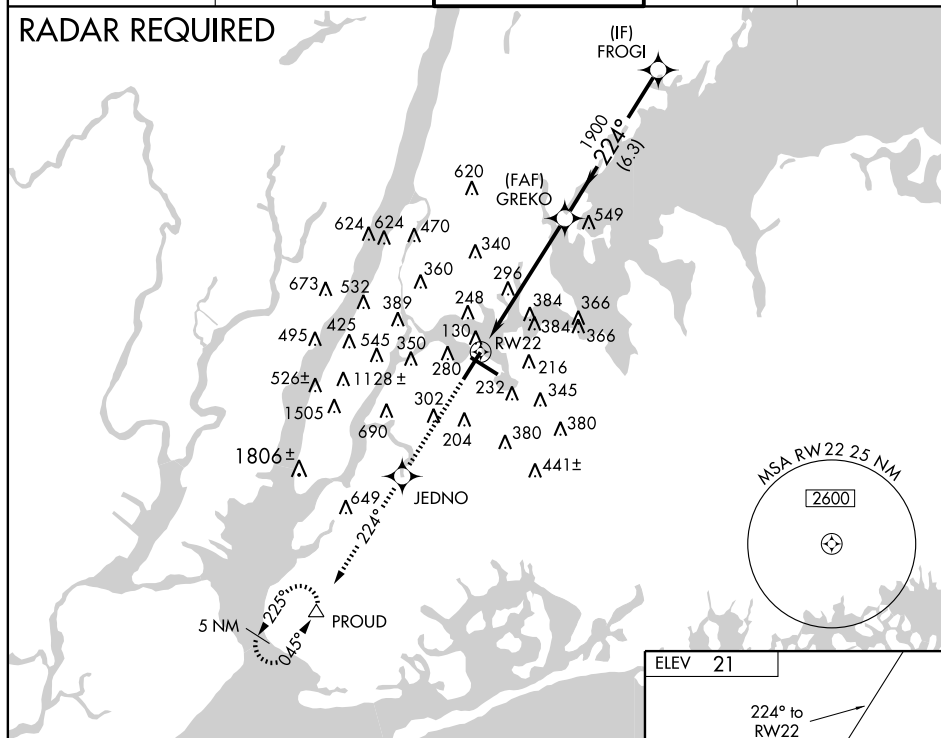
NEW YORK APP CON
120.8 263.0

LA GUARDIA TOWER
118.7 263.0

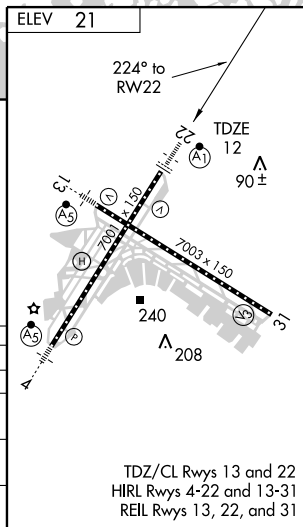
GND CON
121.7 263.0

CLNC DEL
135.2

RADAR REQUIRED



2700	JEDNO	tr 224°	PROUD	VGSI and RNAV glidepath not coincident.	FROGI
*LNAV only	*1.6 NM to RWY 22				
CATEGORY	A	B	C	D	
LPV DA	264/24		250 (300-½)		
LNAV/VNAV DA	527/60		515 (500-1¼)		
LNAV MDA	580/24		568 (600-½)		
			580/50		
			568 (600-1¼)		
CIRCLING	640-1		619 (700-1)		
			640-1¾		
			619 (700-1¾)		
			700-2¼		
			679 (700-2¼)		



TDZ/CL Rwy 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31

APP CRS **044°**
Rwy Idg **7001**
TDZE **21**
Apt Elev **21**

RNAV (RNP) Z RWY 4

NEW YORK/ LA GUARDIA (LGA)

GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (118°F). Inoperative table does not apply to RNP 0.18. For inoperative MALSR, increase RNP 0.30 visibility to 1½.

MALSR



MISSED APPROACH: Climb to 2000 via 044° track to GREKO and hold.

ATIS ARR **125.95**
ATIS DEP **127.05**

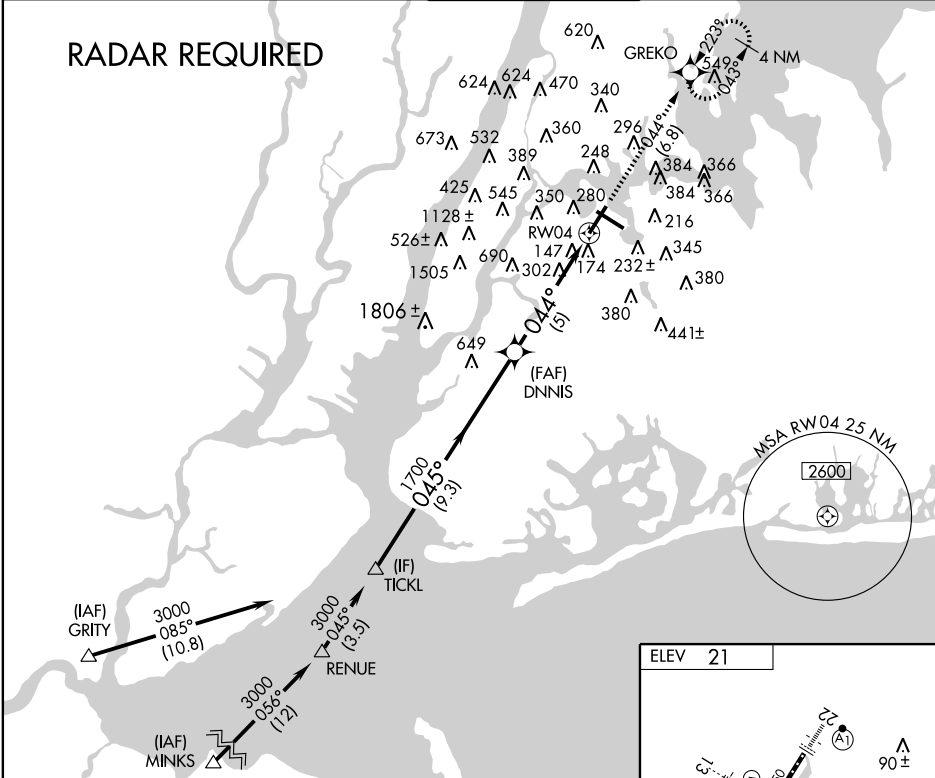
NEW YORK APP CON
120.8 263.0

LA GUARDIA TOWER
118.7 263.0

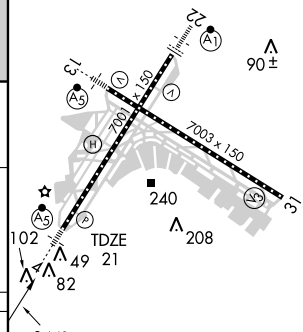
GND CON
121.7 263.0

CLNC DEL
135.2

RADAR REQUIRED



ELEV 21



TDZ/CL Rwy 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31

TICKL				
3000				
045°				
1700				
044°				
RW04				
GP 3.00° TCH 52				
9.3 NM				
5 NM				
CATEGORY	A	B	C	D
RNP 0.18 DA		337/50	316 (400-1)	
RNP 0.30 DA		474/50	453 (500-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 22

NEW YORK/ LA GUARDIA (LGA)

APP CRS	Rwy Idg	7001
224°	TDZE	12
	Apt Elev	21

NA RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (119°F). For inoperative ALSF, increase RNP 0.30 * visibility to RVR 5000 and RNP 0.30 to RVR 6000. * Missed approach requires minimum climb of 310 feet per NM to 700.

ALSF-1
(A1)

MISSED APPROACH: Climb to 2700 via 224° track to JEDNO and 224° track to PROUD and hold.

ATIS ARR **125.95**
ATIS DEP **127.05**

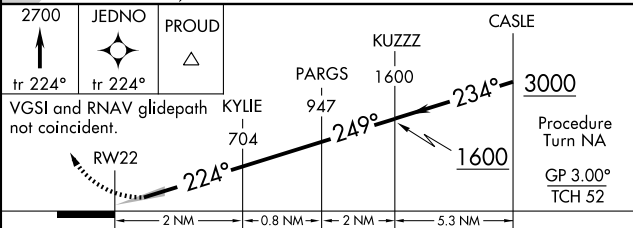
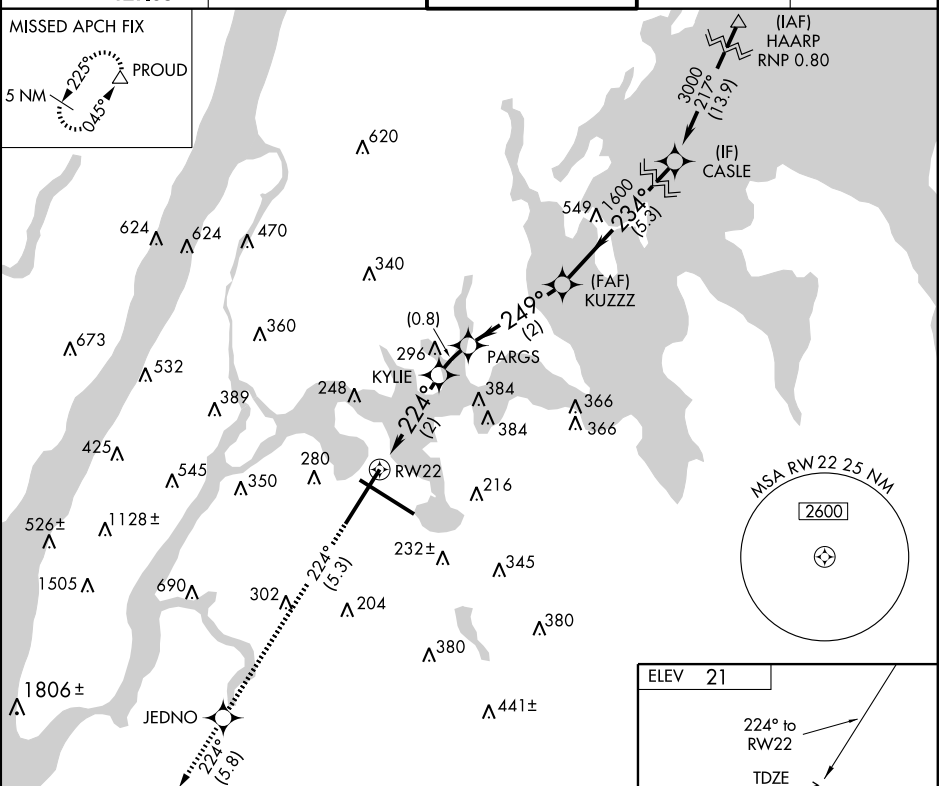
NEW YORK APP CON
120.8 263.0

LA GUARDIA TOWER
118.7 263.0

GND CON
121.7 263.0

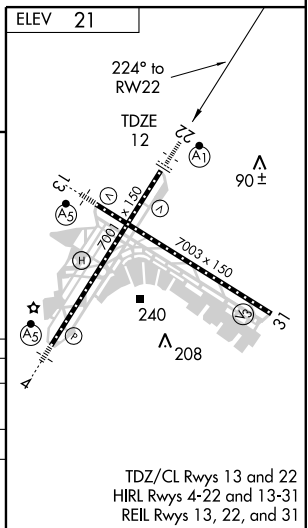
CLNC DEL
135.2

MISSSED APCH FIX



CATEGORY	A	B	C	D
RNP 0.30 DA*	313/24	301 (300-½)		
RNP 0.30 DA	393/40	381 (400-¾)		

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**





TNNIS TWO DEPARTURE (RNAV)

ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Tower-enroute clearance expect vectors after TNNIS.
NOTE: Aircraft routed via BDR or SOARS expect vectors after TNNIS.

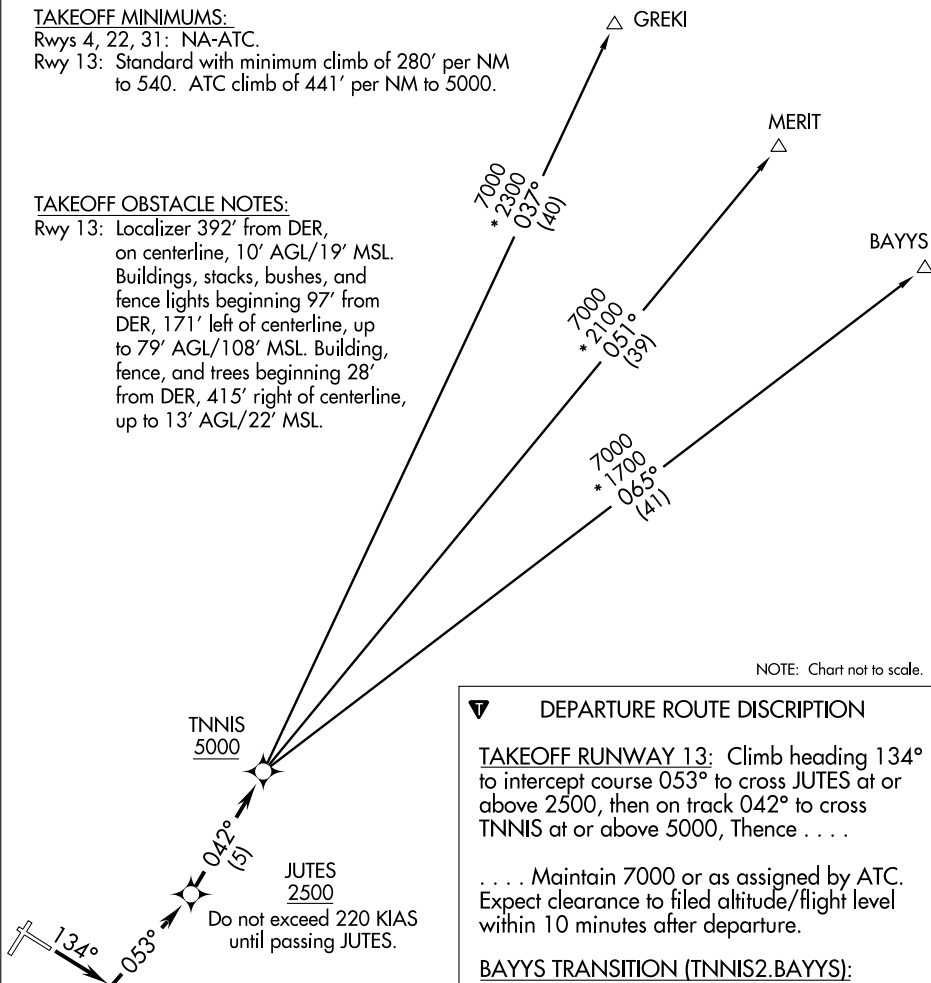
TAKEOFF MINIMUMS:

Rwys 4, 22, 31: NA-ATC.

Rwy 13: Standard with minimum climb of 280' per NM to 540. ATC climb of 441' per NM to 5000.

TAKEOFF OBSTACLE NOTES:

Rwy 13: Localizer 392' from DER, on centerline, 10' AGL/19' MSL. Buildings, stacks, bushes, and fence lights beginning 97' from DER, 171' left of centerline, up to 79' AGL/108' MSL. Building, fence, and trees beginning 28' from DER, 415' right of centerline, up to 13' AGL/22' MSL.



NOTE: Chart not to scale.



DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 053° to cross JUTES at or above 2500, then on track 042° to cross TNNIS at or above 5000, Thence . . .

. . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

BAYYS TRANSITION (TNNIS2.BAYYS):

GREKI TRANSITION (TNNIS2.GREKI):

MERIT TRANSITION (TNNIS2.MERIT):

TREEO ONE DEPARTURE (RNAV)

ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

TAKEOFF MINIMUMS:

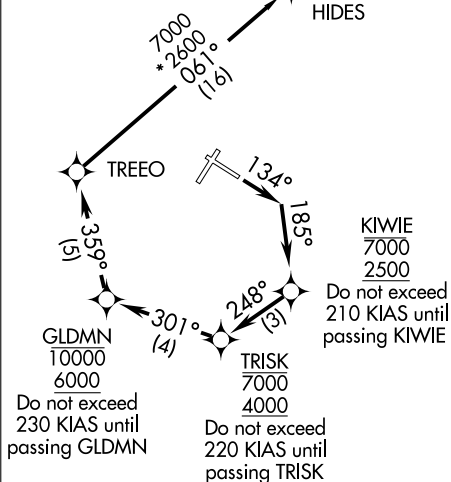
Rwys 4, 22, 31: NA-ATC.

Rwy 13: Standard with minimum climb of 562' per NM to 2500. ATC climb of 494' per NM to 6000.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Mandatory crossing altitudes established to de-conflict adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Advise ATC if unable to comply with climb gradient requirements.

TAKEOFF OBSTACLE NOTES:

Rwy 13: Localizer 392' from DER, on centerline, 10' AGL/19' MSL. Buildings, stacks, bushes, and fence lights beginning 97' from DER, 171' left of centerline, up to 79' AGL/108' MSL. Building, fence, and trees beginning 28' from DER, 415' right of centerline, up to 13' AGL/22' MSL.



NOTE: Chart not to scale.

TREEO ONE DEPARTURE (RNAV)

(TREEO1.TREEO) 10098

NEW YORK, NEW YORK
NEW YORK/LA GUARDIA (LGA)

DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 185° to KIWIE, then on depicted route to TREEO, Thence

. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

BAYYS TRANSITION (TREEO1.BAYYS):
GREKI TRANSITION (TREEO1.GREKI):
MERIT TRANSITION (TREEO1.MERIT):

VOR/DME LGA 113.1 Chan 78	APP CRS 232°	Rwy Idg TDZE Apt Elev	N/A N/A 22
---	------------------------	-----------------------------	---------------------------------------

VOR/DME-G
NEW YORK/LA GUARDIA(LGA)

T
A

MISSED APPROACH: Climb to 900 heading 232° then climbing left turn to 2700 via LGA VOR/DME R-225 to PROUD INT and hold.

ATIS ARR	125.95
ATIS DEP	127.05

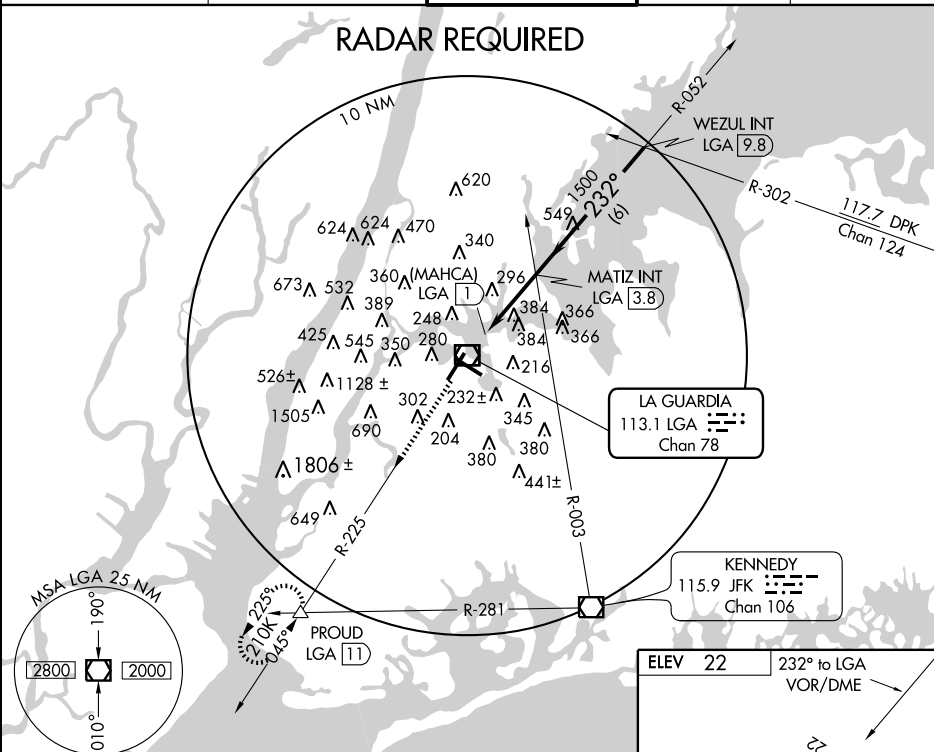
NEW YORK APP CON
120.8 263.0

LA GUARDIA TOWER
118.7 263.0

GND CON
121.7 263.0

CLNC DEL
135.2

RADAR REQUIRED



NE-2. 21 OCT 2010 to 18 NOV 2010

900 ↑ hdg 232°	2700 ↙ LGA R-225	PROUD △
----------------------	---------------------------	----------------

Diagram illustrating a Line of Sight (LOS) between two stations:

- Station 1: MATIZ INT LGA (Elevation: 3.8)
- Station 2: WEZUL INT LGA (Elevation: 9.8)
- Distance between stations: 6 NM
- Line of Sight (LOS) angle: 23.2°
- Distance from Station 1 to LOS: 1.500

CATEGORY	A	B	C	D
CIRCLING	640-1¼ 618 (700-1¼)		640-1¾ 618 (700-1¾)	700-2 ¼ 678 (700-2 ¼)

TDZ/CL Rwy 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31

NEW YORK, NEW YORK

Amdt 2A 10266

NEW YORK/LA GUARDIA(LGA)

VOR/DME-G

40°47'N - 73°52'W

VOR/DME LGA
113.1
Chgn **78**

APP CRS
132°

Rwy Idg	
TDZE	
Apt Elev	

N/A
N/A
22

VOR/DME-H
NEW YORK/LA GUARDIA(LGA)



MISSED APPROACH: Climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT and hold.

ATIS ARR	125.95
ATIS DEP	127.05

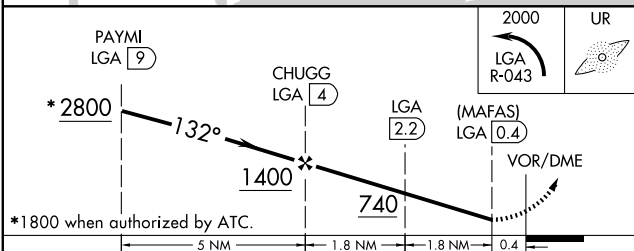
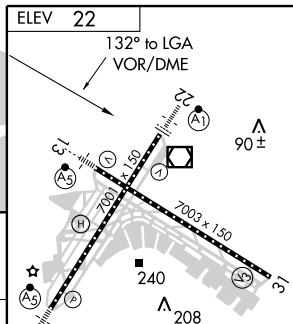
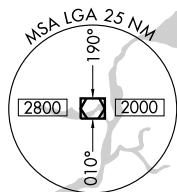
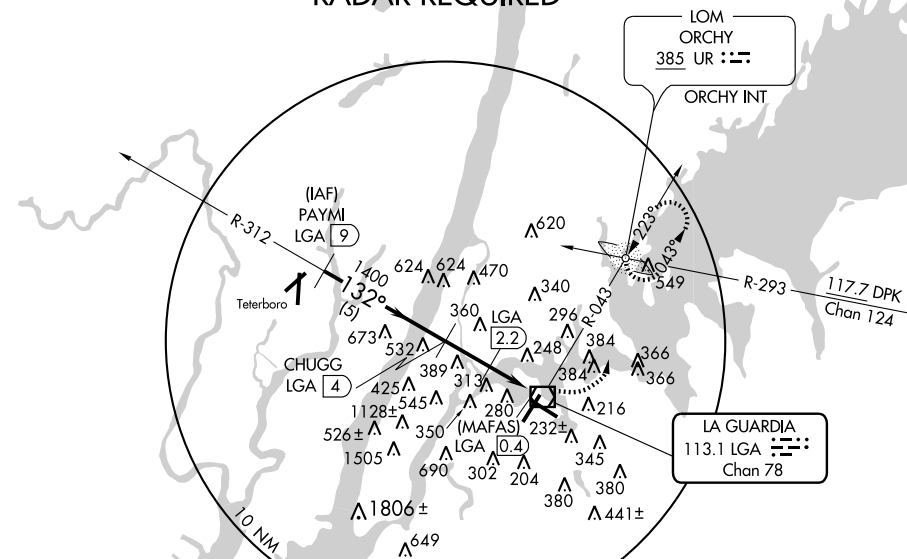
NEW YORK APP CON
120.8 263.0

LA GUARDIA TOWER
118.7 263.0

GND CON
121.7 263.0

CLNC DEL
135,2

RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	580-1 558 (600-1)	600-1 578 (600-1)	620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)

TDZ/CL Rwy 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31

NEW YORK, NEW YORK
Amdt 2A 10266

NEW YORK/LA GUARDIA (LGA)
VOR/DME-H

40°47'N - 73°52'W

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

		MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT/LGA 5.8 DME and hold.			
ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2	

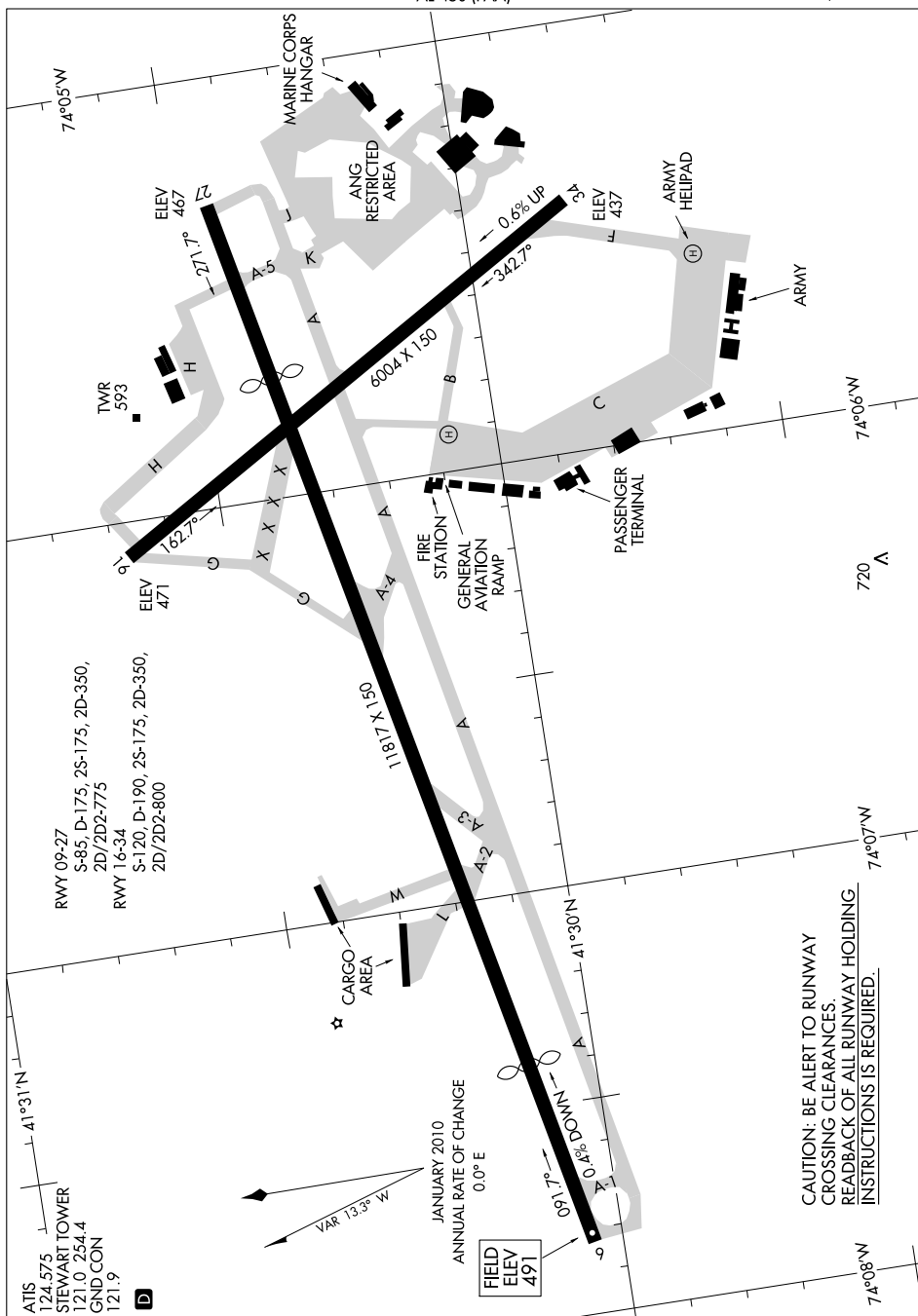


The diagram shows the intersection of Runway 13 and Runway 22. Runway 13 is a dashed line with a width of 700 feet. Runway 22 is a solid line with a width of 700 feet and a slope of 1:150. The intersection is marked with a star and a circle containing the number 2. A bearing of 045° to LGA VOR/DME is indicated. The diagram also shows the HIRL (High Intensity Runway Lighting) and REIL (Runway End Identifier Lights) systems. The HIRL system consists of a series of lights along the runway edges, and the REIL system consists of a series of lights at the end of the runway. The diagram is labeled with 'ELEV 22' in the top left corner. Other labels include 'A 90±', 'A 208', '240', 'A1', 'A2', 'A3', 'A4', 'A5', 'A6', 'A7', 'A8', 'A9', 'A10', 'A11', 'A12', 'A13', 'A14', 'A15', 'A16', 'A17', 'A18', 'A19', 'A20', 'A21', 'A22', 'A23', 'A24', 'A25', 'A26', 'A27', 'A28', 'A29', 'A30', 'A31', 'A32', 'A33', 'A34', 'A35', 'A36', 'A37', 'A38', 'A39', 'A40', 'A41', 'A42', 'A43', 'A44', 'A45', 'A46', 'A47', 'A48', 'A49', 'A50', 'A51', 'A52', 'A53', 'A54', 'A55', 'A56', 'A57', 'A58', 'A59', 'A60', 'A61', 'A62', 'A63', 'A64', 'A65', 'A66', 'A67', 'A68', 'A69', 'A70', 'A71', 'A72', 'A73', 'A74', 'A75', 'A76', 'A77', 'A78', 'A79', 'A80', 'A81', 'A82', 'A83', 'A84', 'A85', 'A86', 'A87', 'A88', 'A89', 'A90', 'A91', 'A92', 'A93', 'A94', 'A95', 'A96', 'A97', 'A98', 'A99', 'A100', 'A101', 'A102', 'A103', 'A104', 'A105', 'A106', 'A107', 'A108', 'A109', 'A110', 'A111', 'A112', 'A113', 'A114', 'A115', 'A116', 'A117', 'A118', 'A119', 'A120', 'A121', 'A122', 'A123', 'A124', 'A125', 'A126', 'A127', 'A128', 'A129', 'A130', 'A131', 'A132', 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AIRPORT DIAGRAM

NEWBURGH/ STEWART INTL (SWF)
NEWBURGH, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2. 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NEWBURGH, NEW YORK
NEWBURGH/ STEWART INTL (SWF)

MORAVIA

OWASCO (Y92) 3 NW UTC-5(-4DT) N42°44.15' W76°29.15'

NEW YORK

1378 NOTAM FILE BUF

Not insp.

RWY 11-29: 2300X50 (TURF) LIRL.

RWY 11: Rgt tfc.

RWY 29: Rgt tfc.

AIRPORT REMARKS: Unattended. Deer invof and on rwy. Ultralights use rgt tfc pattern Rwy 11. Ultralights use rgt tfc Rwy 29.

COMMUNICATIONS: CTAF 122.9

NEELY N41°29.15' W74°13.68' NOTAM FILE SWF.

NEW YORK

NDB (MHW/LOM) 335 SW 093° 5.7 NM to Stewart Intl.

L-33B, 34H

NEWBURGH

STEWART INTL (SWF) 3 NW UTC-5(-4DT) N41°30.25' W74°06.29'

NEW YORK

491 B S4 FUEL 100LL, JET A TPA—See Remarks LRA Class I, ARFF Index C

H-101, 121, L-33B, 34I

NOTAM FILE SWF

IAP, AD

RWY 09-27: H11817X150 (ASPH-GRVD) S-85, D-175, 2S-175, 2D-350, 2D/2D2-775 HIRL CL

RWY 09: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 66'. Thld dsplcd 2000'. Fence. 0.4% down.

RWY 27: REIL. PAPI(P4L)—GA 3.0°; TCH 55'. Thld dsplcd 2000'. Tree.

RWY 16-34: H6004X150 (ASPH-GRVD) S-120, D-190, 2S-175, 2D-350. 2D/2D2-800 MIRL 0.6% up NW

RWY 16: REIL. Trees.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-11818 TODA-11818 ASDA-10818 LDA-8818

RWY 16: TORA-6006 TODA-6006 ASDA-6006 LDA-6006

RWY 27: TORA-11818 TODA-11818 ASDA-11818 LDA-9818

RWY 34: TORA-6006 TODA-6006 ASDA-5606 LDA-5606

AIRPORT REMARKS: Attended continuously. Be Aware—Extensive glider

activity 8 miles E of HUO VORTAC in a 5-mile radius. Dutchess County arpt located 3.3 NM SW. of Kingston VORTAC; do not mistake for Stewart Intl. Birds and deer on and invof arpt. Noise abatement procedures in effect ctc arpt mgr 914-564-7200. TPA for piston acft 1500(1009), jet acft 2500(2009), rotorcraft 1200(709). Avoid Orange Co. Arpt, lctd 7 NM WNW during VFR apchs. Rgt tfc on Rwy 16 and 27 may be used for noise abatement. Twy B clsd to acft over 10,000 pounds. Twy H restricted to acft with wingspan 140' or less. Twys G and B in poor condition—cracked and spalled. 8' lgtd chain link parking lot fence 175' west of Twy C centerline between terminal building and Building 118. Twy C between Twy B and Twy F not visible from twr. Twy C restricted to acft with wingspan greater than 125' between Hangar B and Building 118. Acft with wingspan 172' or more require vehicle escort for all Twy C ops south of terminal apron. Call arpt ops 845-564-7200 ext 228. No jet training 0300-1200Z. Rwy 09 touchdown, midfield, and rollout rwy visual range avbl. Rwy 09 midfield and rollout rwy visual range OTS indef. Rwy 09 sequence flashers OTS indef. Twy L, Twy M, Twy N edge lgts OTS indef. Compass calibration pad located on the Twy G runway apron. Twy G clsd southwest of compass rose. User fee charged to all intl flights. Fee for acft over 10,000 lbs. Flight Notification Service (ADCUS) available.

COMMUNICATIONS: ATIS 124.575 (845) 567-9311. UNICOM 122.95

® NEW YORK APP/DEP CON 132.75

TOWER 121.0 GND CON 121.9

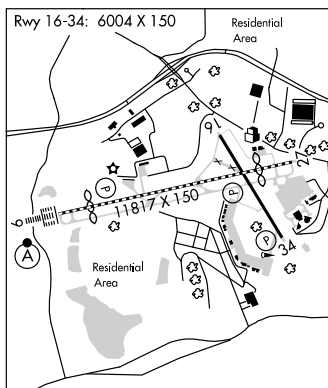
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93' W73°49.33' 245° 16.0 NM to fld. 580/12W. HIWAS.

NEELY NDB (MHW/LOM) 335 SW N41°29.15' W74°13.68' 093° 5.7 NM to fld.

ILS 110.1 I-SWF Rwy 09. Class IIE. LOM NEELY NDB. BC unusable.

ILS/DME 109.95 I-JKH Chan 36Y Rwy 27. Class IB.



HELIPAD H1: H40X40 (ASPH)

HELIPAD REMARKS: Helipad located intersection Twy B and Twy C east of Twy C.

HUDSON ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON

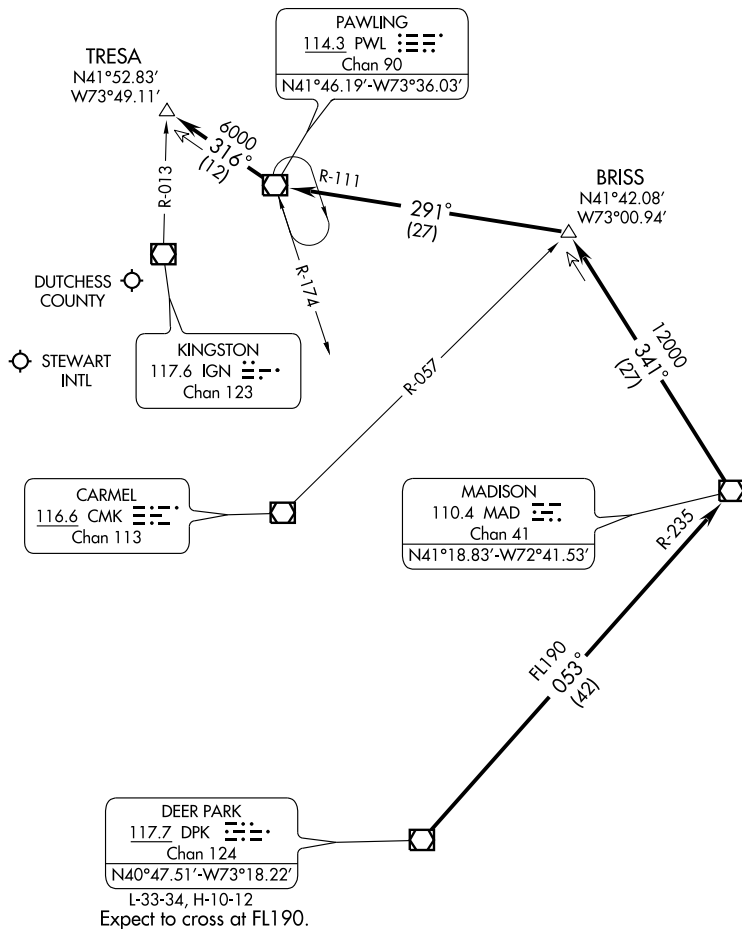
132.75 363.1

STEWART INTL ATIS

124.575

DUTCHESS COUNTY ATIS

126.75



NOTE: Chart not to scale.

... From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.

HUDSON ONE ARRIVAL

NEWBURGH, NEW YORK

LOC I-SWF 110.1	APP CRS 092°	Rwy Idg TDZE Apt Elev	8818 481 491
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ILS or LOC RWY 9

NEWBURGH/STEWART INTL (SWF)



Circling to Rwy 16 NA at night.

ALSF-2



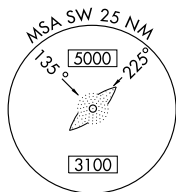
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct IGN VOR/DME and hold.

ATIS
124.575

NEW YORK APP CON
132.75 363.1

STEWART TOWER
121.0 254.4

GND CON
121.9



△ 2382
△ 2345

△ 2000
△ 1248

R-037

KINGSTON
117.6 IGN
Chan 123

IAF
HUGUENOT
116.1 HUO
Chan 108

LOM/IAF
NEELY
335 SW

(IF)
MANEE INT
HUO 7.4

R-272
R-080
3000 NoPT
080° (7.4)

R-022
3000 NoPT
022° (23.5)

IAF
SPARTA
115.7 SAX
Chan 104

Procedure NA for arrivals on SAX
VORTAC airway radials 029 CW 060.

LOCALIZER 110.1
I-SWF

△ 1695
△ 1698

One Minute
Holding Pattern

SW LOM

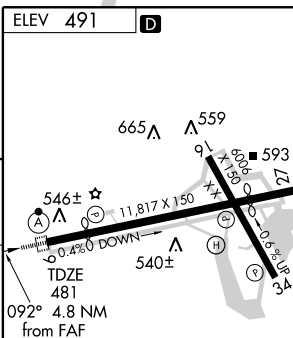
2096

1200
3000
IGN

2300
272°
092°
2100

GS 3.00°
TCH 60
VGSI and ILS glidepath
not coincident.

IM
4.7 NM
0.1



TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwy 16, 27 and 34

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

LOC/DME I-JKH <u>109.95</u> Chan 36 (Y)	APP CRS 272°	Rwy Idg 9818 TDZE 467 Apt Elev 491
--	------------------------	---

ILS or LOC RWY 27
NEWBURGH/STEWART INTL (SWF)

T
A Circling to Rwy 16 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1 600 then climbing right turn to 3000 direct IGN VOR/DME and hold.

ATIS
124,575

NEW YORK APP CON
132.75 363.1

STEWART TOWER
121.0 254.4


GND CON
121.9

ALTERNATE
MISSED APCH FIX

NEELY
335 SW ::

R-272 092°

272°

LOCALIZER 109.95
I-JKH 
Chan 36 (Y)

LOM
NEELY
335 SW ::

ELEV	491	D
------	-----	---

72° 6.1 NM
from FAF

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwy 16, 27 and 34

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NEWBURGH, NEW YORK
Amdt 1 03JUN10

41°30'N - 74°06'W

NEWBURGH/STEWART INTL (SWF)
ILS or LOC RWY 27

NE-2. 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS Ch 62818 W09A	APP CRS 092°	Rwy Idg 8818 TDZE 481 Apt Elev 491
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RNAV (GPS) RWY 9

NEWBURGH/STEWART INTL (SWF)

▼ Circling to Rwy 16 NA at night. Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSIF-2



MISSED APPROACH: Climb to 3100 direct ETUGE and hold.

ATIS
124.575

NEW YORK APP CON
132.75 363.1

STEWART TOWER
121.0 254.4

GND CON
121.9

2345 Δ HELON Δ Procedure NA for arrivals at HELON on V213-249 Northeast bound.

RUBER Δ 3900 136° (8.9)

3900 222° (8.6)

Δ 1248

MISSED APCH FIX 4 NM
ETUGE Δ 093° 273°

(IAF) GAGDE
3000 182° (5)

(IF) EKETE

2100 092° (6.1)
(FAF) CEVAX

(IAF) FALUT
3000 002° (5)

Radar required for arrivals at FALUT.

656± Δ 800 Δ 870 Δ 740±
RW09 759± Δ 796 Δ 755 Δ 1745 Δ 1503 Δ

1698 Δ 1664

Δ 1695

MSA RW09 25 NM
4400

ELEV 491 **D**

EKETE

VGSI and RNAV glidepath not coincident.

3100

ETUGE

Procedure Turn NA

GS 3.00°
TCH 60

CEVAX 2100

*1.5 NM to RW09

*LNAV only

6.1 NM 3.3 NM 1.5

665 Δ 559 Δ 593 Δ 527 Δ 546± Δ 540± Δ 540±
11.817 X 150
0.4% DOWN
TDZE 540±
092° to 481
RW09

CATEGORY	A	B	C	D
LPV DA		681/24	200 (200-½)	
LNAV/VNAV DA		1097-2	616 (700-2)	
LNAV MDA	1020/24	539 (600-½)	1020/50 539 (600-1)	1020/60 539 (600-1¼)
CIRCLING	1060-1	569 (600-1)	1100-1¾ 609 (700-1¾)	1120-2 629 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rws 16, 27 and 34

APP CRS **163°**
 Rwy Idg **6006**
 TDZE **471**
 Apt Elev **491**

RNAV (GPS) RWY 16

NEWBURGH/STEWART INTL (SWF)



DME/DME RNP-0.3 NA.
 Procedure NA at night.
 Visibility reduction by helicopters NA.

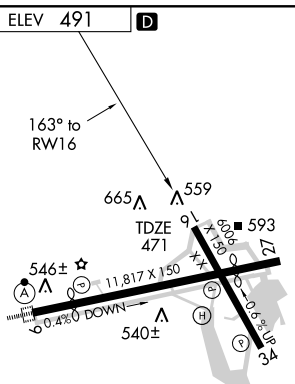
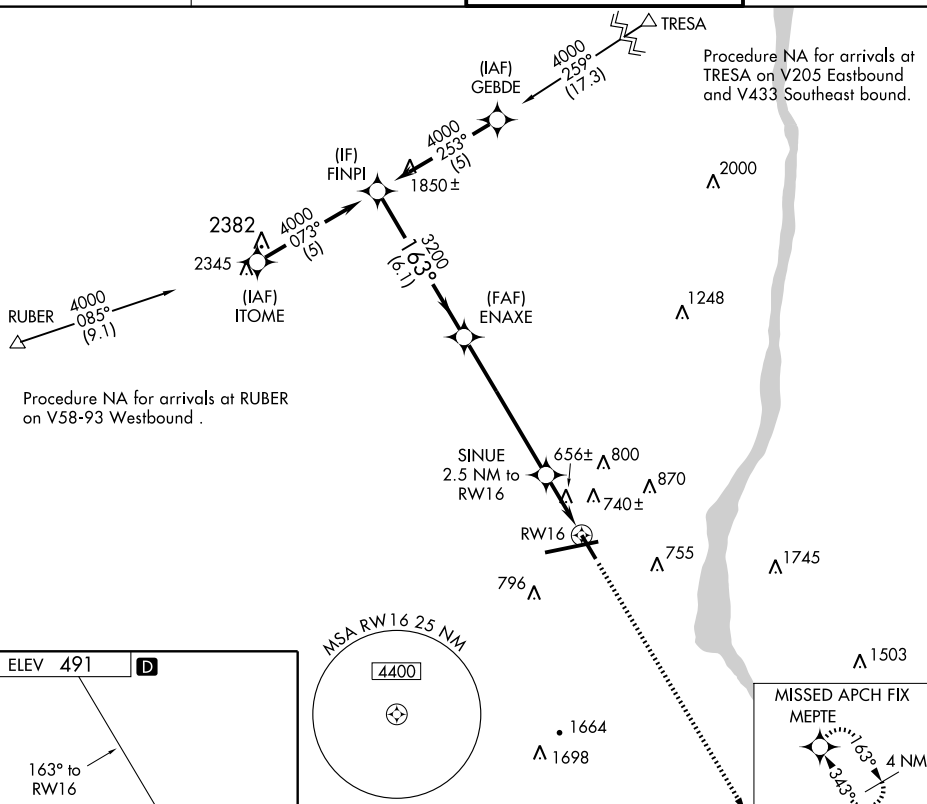
MISSED APPROACH: Climb to 4000
 direct MEPT and hold, continue
 climb-in-hold to 4000.

ATIS
124.575

NEW YORK APP CON
132.75 363.1

STEWART TOWER
121.0 254.4

GND CON
121.9



Procedure
 Turn
 NA

FINPI

4000

ENAXE

3200

SINUE

2.5 NM to RW16

4000

MEPT

↑

✱

3.07°

TCH 40

1320

2.5 NM

6.1 NM

5.8 NM

CATEGORY

A

B

C

D

LNAV MDA

920-1 449 (500-1)

920-1½

920-1½

CIRCLING

1060-1 569 (600-1)

1100-1¾

1120-2

609 (700-1¾)

629 (700-2)

APP CRS 272°	Rwy Idg TDZE Apt Elev	9818 467 491
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RNAV (GPS) RWY 27

NEWBURGH/STEWART INTL (SWF)



Circling to Rwy 16 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

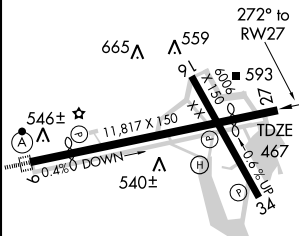
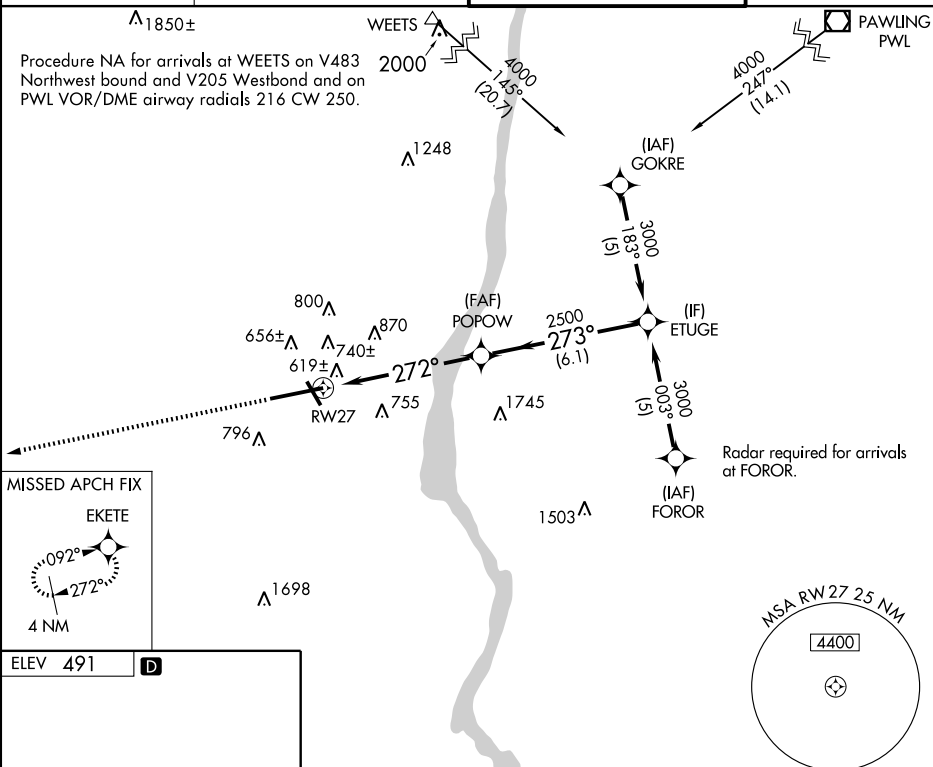
MISSED APPROACH: Climb to 3000 direct EKETE and hold.


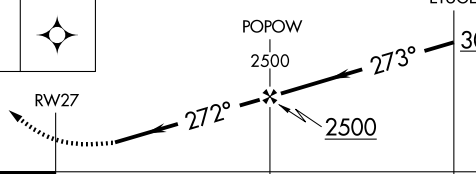
ATIS
124.575

NEW YORK APP CON
132.75 363.1

STEWART TOWER
121.0 254.4

GND CON
121.9



3000 ↑	EKETE 				
		Procedure Turn NA		GS 3.00° TCH 55	
CATEGORY	A	B	C	D	
LNAV/ VNAV	DA	1046-2 579 (600-2)			
LNAV MDA	1000-1	533 (600-1)	1000-1½ 533 (600-1½)	1000-1¾ 533 (600-1¾)	
CIRCLING	1060-1	569 (600-1)	1100-1¾ 609 (700-1¾)	1120-2 629 (700-2)	

NEWBURGH, NEW YORK

Amdt 1 03JUN10

NEWBURGH/STEWART INTL (SWF)

RNAV (GPS) RWY 27

41°30'N - 74°06'W

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

WAAS CH 90217 W34A	APP CRS 343°	Rwy Idg TDZE 462 Apt Elev 491	5606
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RNAV (GPS) RWY 34

NEWBURGH/STEWART INTL (SWF')



Circling to Rwy 16 NA at night.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3900
direct FINPI and hold.

ATIS
124.575

NEW YORK APP CON
132.75 363.1

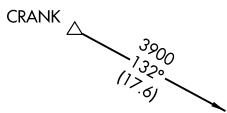
STEWART TOWER
121.0 254.4

GND CON
121.9

MISSED APCH FIX

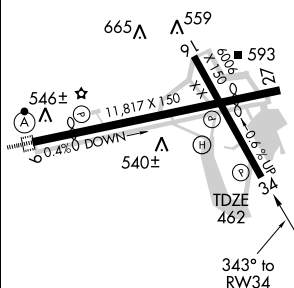


Procedure NA for arrivals at CRANK on
V374 Northwest bound.

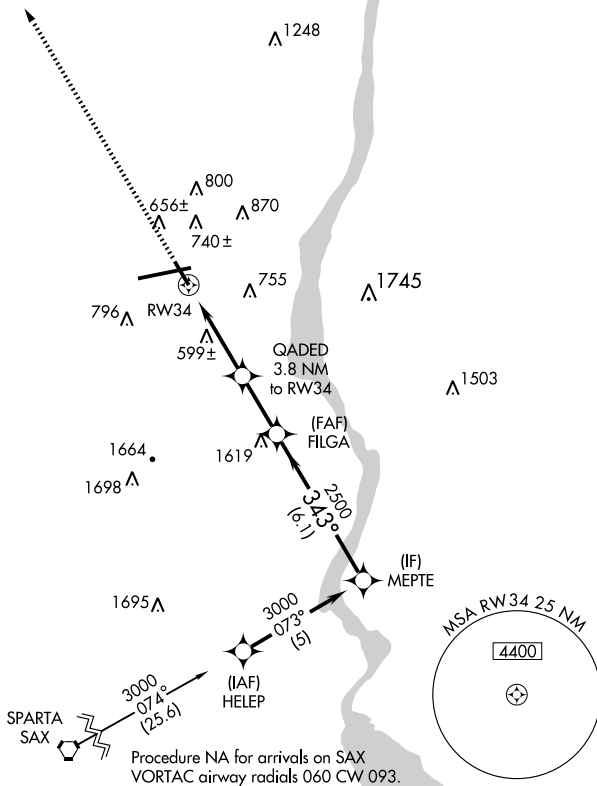


ELEV 491

D



TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwy 16, 27 and 34

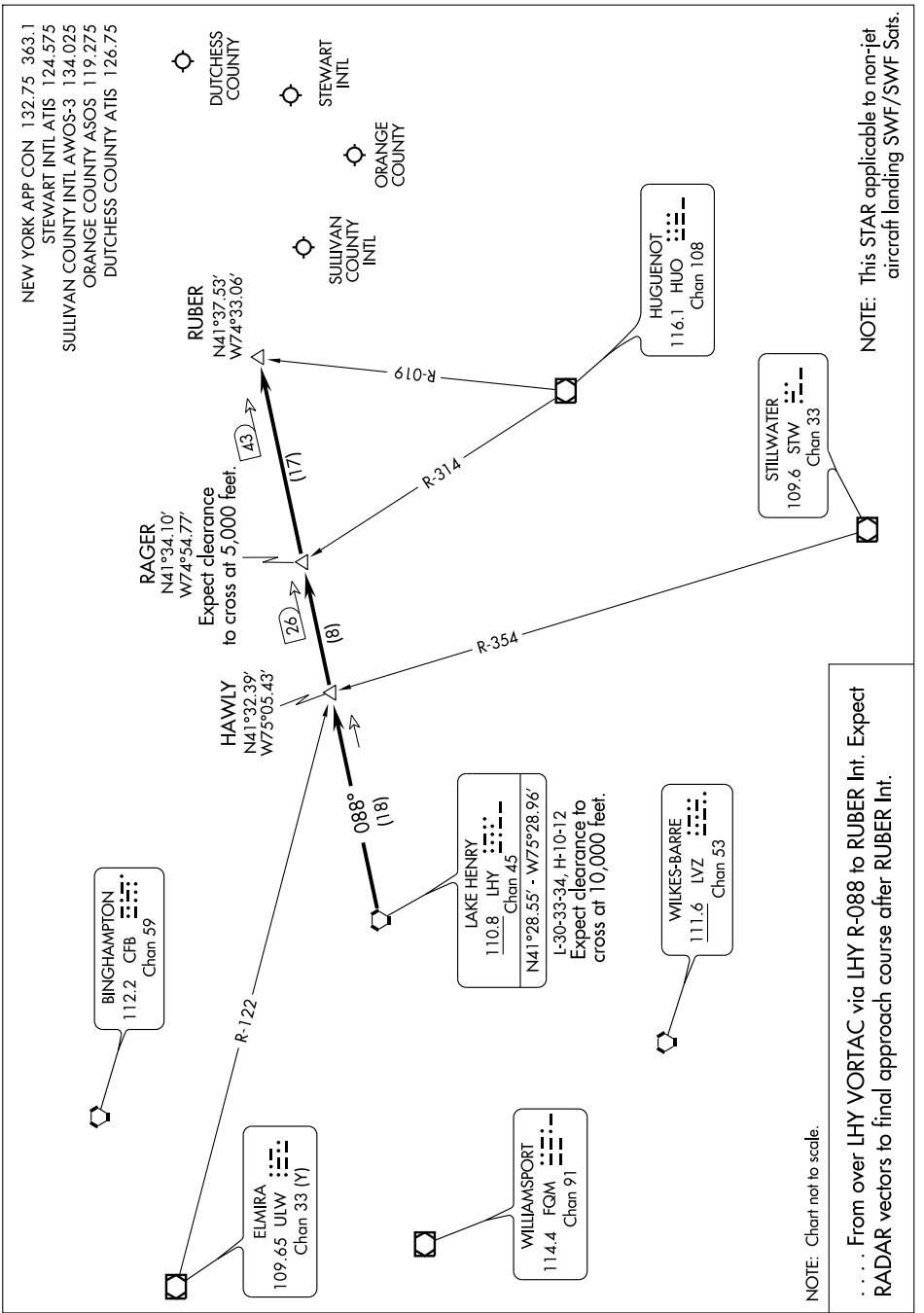


Procedure NA for arrivals on SAX
VORTAC airway radials 060 CW 093.

3900	FINPI	QADED 3.8 NM to RW34	FILGA 2500	MEPT 3000	Procedure Turn NA
*LNAV only	*1.7 NM to RW34	*1700	2500	343°	GS 3.00° TCH 50
1.7	2.1 NM	2.4 NM	6.1 NM		
CATEGORY	A	B	C	D	
LPV DA	712-1 250 (300-1)				
LNAV MDA	1020-1	558 (600-1)	1020-1½ 558 (600-1½)	1020-1¾ 558 (600-1¾)	
CIRCLING	1060-1	569 (600-1)	1100-1¾ 609 (700-1¾)	1120-2 629 (700-2)	

RUBER ONE ARRIVAL

NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010

RUBER ONE ARRIVAL

STEWART FIVE DEPARTURE

SL-450 (FAA)

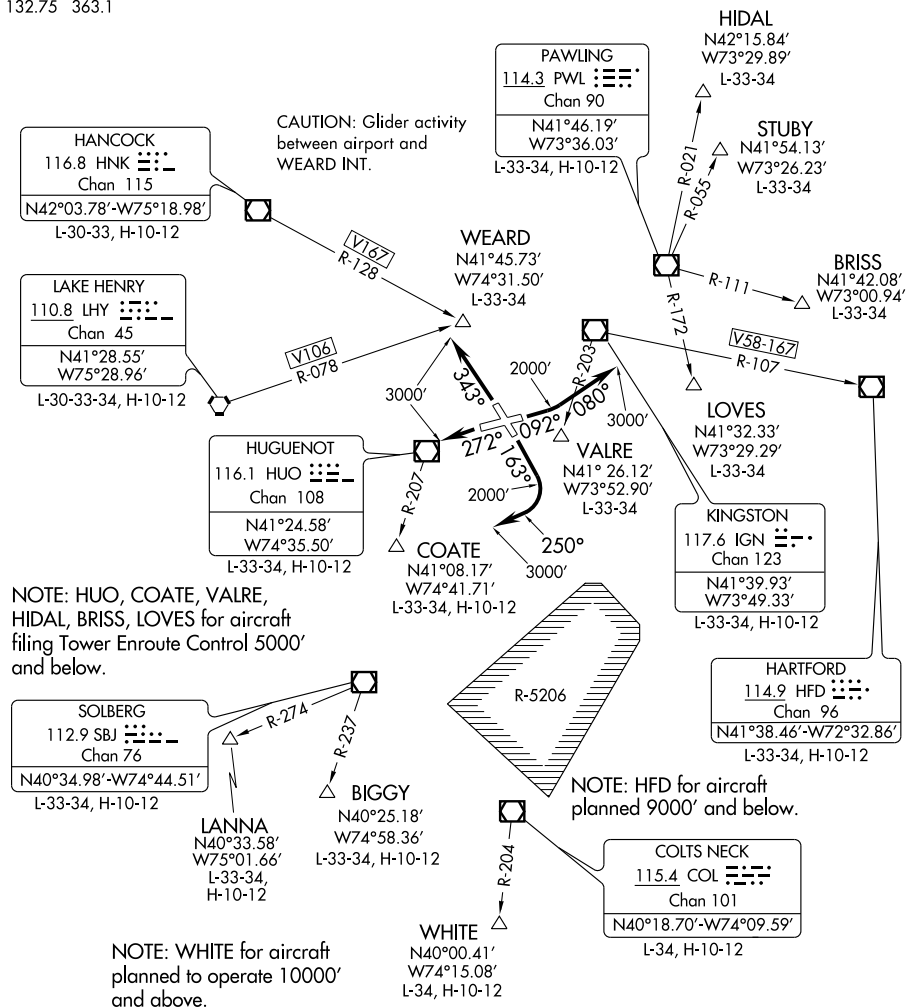
NEWBURGH/STEWART INTL (SWF)
NEWBURGH, NEW YORK

STEWART TOWER

121.0 254.4

NEW YORK DEP CON

132.75 363.1



TAKE-OFF MINIMUMS

Rwy 9: Standard with ATC climb of 225' per NM to 2700.

Rwy 16: Standard with minimum obstacle climb of 255' per NM to 2000, ATC climb of 300' per NM to 2000.

Rwy 27: 300-1 or Standard with minimum climb of 366' per NM to 800.

Rwy 34: 300-1¼ or Standard with minimum climb of 503' per NM to 800.

(NARRATIVE ON FOLLOWING PAGE)

STEWART FIVE DEPARTURE

(SWF5.SWF) 08325

NEWBURGH, NEW YORK
NEWBURGH/STEWART INTL (SWF)

NE-2, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb heading 092° to 2000, then turn left heading 080°, maintain 3000. Thence

TAKE-OFF RUNWAY 16: Climb heading 163° to 2000, then turn right heading 250°, maintain 3000. Thence

TAKE-OFF RUNWAY 27: Climb heading 272° to 3000. Thence

TAKE-OFF RUNWAY 34: Climb heading 343° to 3000. Thence

. . . . via radar vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000'. Ten minutes after departure, climb to filed altitude/flight level.

TAKE-OFF OBSTACLES

- Rwy 9: Trees beginning 730' from DER, 23' left of centerline, up to 66' AGL/566' MSL.
Bush 172' from DER, 193' left of centerline, up to 43' AGL/483' MSL.
- Rwy 16: Trees 785' from DER, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from DER, 563' right of centerline, up to 112' AGL/492' MSL.
- Rwy 27: Trees beginning 685' from DER, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from DER, 528' left of centerline, 19' AGL/ 529' MSL.
Middle Marker 701' from DER, on rwy centerline, 5' AGL/ 515' MSL.
- Rwy 34: Trees beginning 608' from DER, 21' left of centerline, up to 91' AGL/611' MSL.
Terrain and Trees beginning 77' from DER, 71' right of centerline, up to 92' AGL/612' MSL.

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME IGN 117.6 Chan 123	APP CRS 244°	Rwy Idg TDZE Apt Elev 9818 467 491
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VOR RWY 27

NEWBURGH/STEWART INTL (SWF)



Circling to Rwy 16 NA at night.
Visibility reduction by helicopters NA.

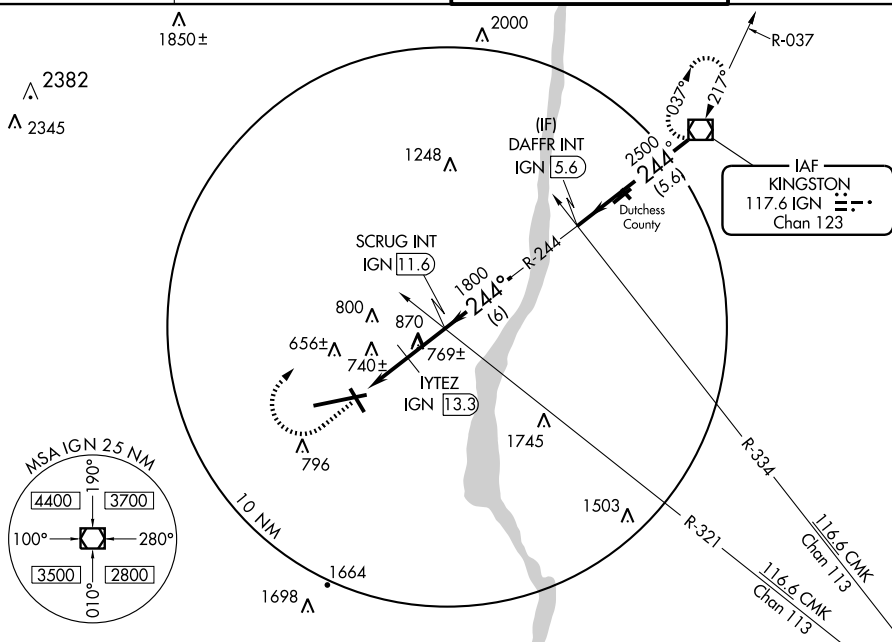
MISSED APPROACH: Climb to 1200 then climbing
right turn to 3000 direct IGN VOR/DME and hold.

ATIS
124.575

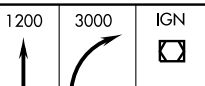
NEW YORK APP CON
132.75 363.1

STEWART TOWER
121.0 254.4

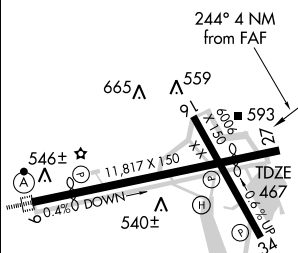
GND CON
121.9



ELEV **491** **D**



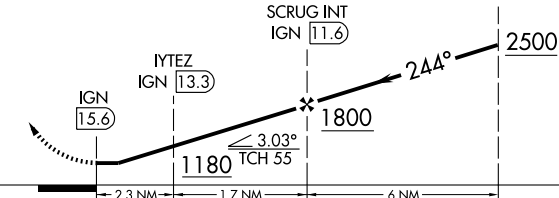
Procedure
Turn
NA



TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rws 16, 27 and 34

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-27	1180-1 713 (700-1)		1180-2 713 (700-2)	1180-2 713 (700-2 1/4)
CIRCLING	1180-1 689 (700-1)		1180-2 689 (700-2)	1180-2 689 (700-2 1/4)
IYTEZ FIX MINIMUMS				
S-27	1020-1 553 (600-1)		1020-1 553 (600-1 1/2)	1020-1 553 (600-1 3/4)
CIRCLING	1060-1 569 (600-1)		1100-1 609 (700-1 3/4)	1120-2 629 (700-2)

NEWBURGH, NEW YORK

Amdt 5 03JUN10

NEWBURGH/STEWART INTL (SWF)

41°30'N - 74°06'W

VOR RWY 27

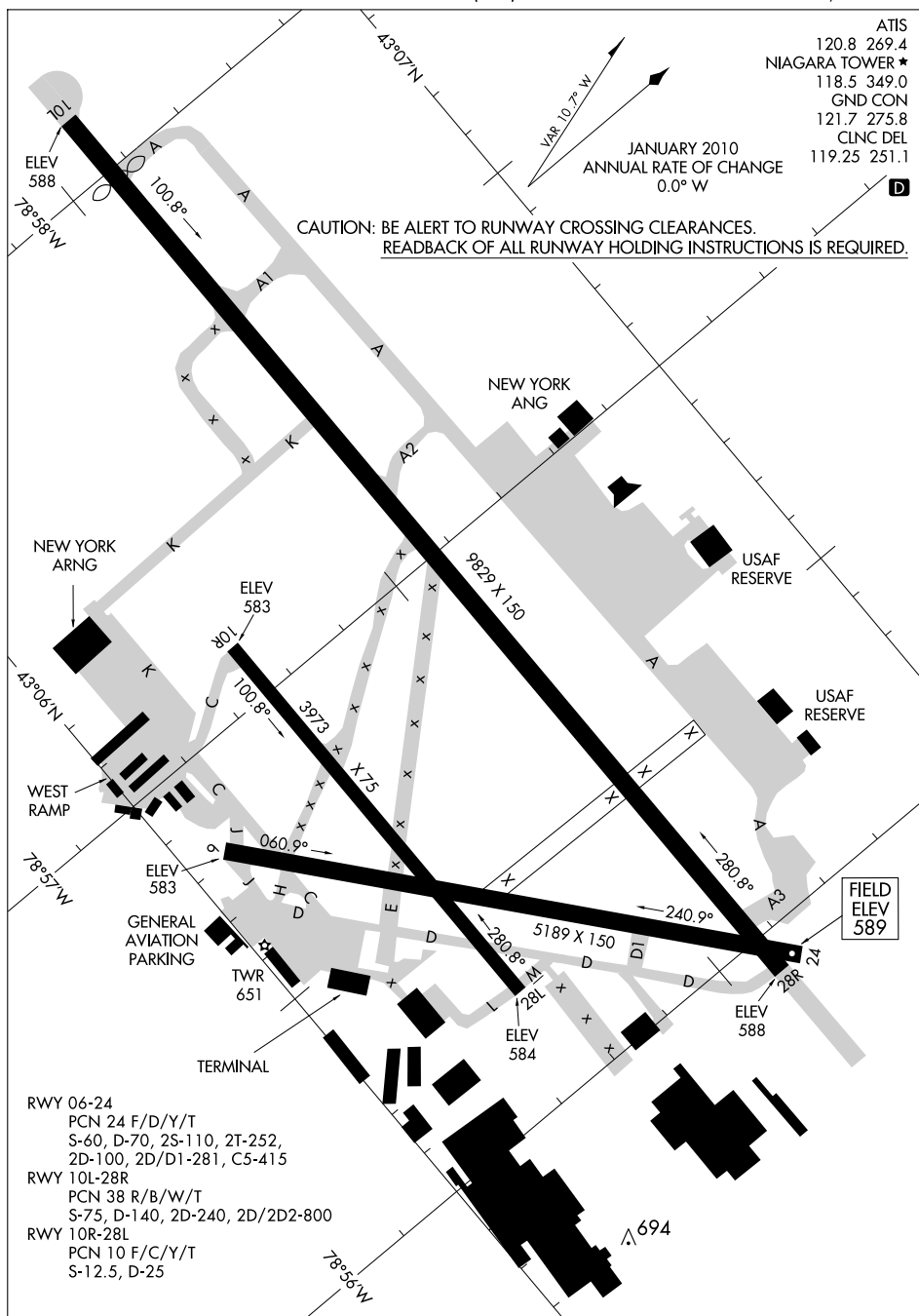
AIRPORT DIAGRAM

AL-614 (FAA)

NIAGARA FALLS INTL (IAG)
NIAGARA FALLS, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010



AIRPORT DIAGRAM

10266

NIAGARA FALLS, NEW YORK
NIAGARA FALLS INTL (IAG)

NIAGARA FALLS INTL (IAG)(KIAG) CIV/MIL/AFRC/ANG 4 E UTC-5(-4DT) N43°06.44' W78°56.77' **DETROIT**

589 B S2 **FUEL** 100LL, JET A LRA ARFF Index—See Remarks

H-10H, 11B, L-31E

IAP, DIAP, AD

NOTAM FILE IAG

Rwy 10L-28R: H9829X150 (ASPH-CONC-GRVD) S-75, D-140, 2D-240, 2D/2D2-800 PCN 38 R/B/W/T
HIRL

Rwy 10L: VAS(V4L)—GA 3.0° TCH 53'. Thld displcd 700'. Tree.

Rwy 28R: MALSR. Tree.

Rwy 06-24: H5189X150 (ASPH) S-60, D-70, 2S-110, 2T-252, 2D-100, 2D-145, 2D/D1-281, C5-415

PCN 24 F/D/Y/T MIRL

Rwy 06: REIL. PAPI(P4L)—GA 3.0° TCH 48'. Tree.

Rwy 24: REIL. PAPI(P4L)—GA 3.0° TCH 36'. Tree.

Rwy 10R-28L: H3973X75 (ASPH) S-12.5, D-25

PCN 10 F/C/Y/T MIRL

Rwy 10R: REIL. PAPI(P2L)—GA 3.3° TCH 31'. Tree.

Rwy 28L: REIL. PAPI(P2L)—GA 3.1° TCH 30'. Stack.

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 06: TORA-5189 TODA-5189 ASDA-5189 LDA-5189

Rwy 10L: TORA-9829 TODA-10829 ASDA-9829 LDA-9129

Rwy 10R: TORA-3973 TODA-3973 ASDA-3973 LDA-3973

Rwy 24: TORA-5189 TODA-5189 ASDA-5189 LDA-5189

Rwy 28L: TORA-3973 TODA-3973 ASDA-3973 LDA-3973

Rwy 28R: TORA-9829 TODA-10529 ASDA-9129 LDA-9129

MILITARY SERVICE: IASU 2(A/M32A-86) 1(AM32A-60) 1(MA-1A) **FUEL** J8(Mil) A, A+ (Niagara Falls Aviation doing business as Tech Aviation, C716-298-9307.) **FLUID** SP LOX

OIL O-148(Mil)

AIRPORT REMARKS: Attended continuously. CAUTION: Heavy concentrations of gulls, blackbirds, starlings up to 5000' AGL on and in/ov arpt. Class I, ARFF Index B. ARFF Index E equipment coverage provided. Acft with seating capacity in excess of 30 passenger authorized only use of Rwy 10L-28R. Extensive aircraft activity operating in/ov US/Canadian falls all altitudes. Night vision device ops periodically conducted in the arpt t/c area. Military assault landing zone and basic markings with aiming points Rwy 06. Military assault landing zone and basic markings with aiming points Rwy 24. Rwy 28 rollout end of rwy—last 900' not grvd. Twy E clsd indef from Rwy 10L-28R to Rwy 06-24. Twy E restricted to 12,500 pounds or less. Twy E pavement spalling between Twy C and Twy D. Twy E clsd permanently btn Twy C and Twy D. When twr clsd ACTIVATE MALSR Rwy 28R HIRL 10L-28R, MIRL Rwy 06-24, MIRL Rwy 10R-28L, REIL and PAPI Rwy 06, Rwy 24, Rwy 10R, and Rwy 28L and twy lgtS—CTAF. SSALR Rwy 28R preset med ints. Ldg fee. Parking fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Recommended VFR Flight Procedures.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** All military acft opr rstd during Bird Watch Condition Moderate (tkf and ldg permission only when dep/arr route avoids identified bird activity, no local IFR/VFR t/c pattern activity) and Severe (tkf and ldg prohibited without OG/CC approval), etc Comd Post for current Bird Watch Condition. **CSTMS/AG/IMG** Avbl for all Mil with 72 hr prior notice. Crew, passenger, cargo origin, destination and pre-cleared information rqr 1 hr prior ldg. Ctc 914th OSF, SSI/OSA DSN 238-2176, C717-236-2176, fax DSN 238-2380, C716-236-2380 for rstd information and rqr ppr. **MISC** Local mission acft have priority for de-icing; full acft de-icing for C-17 and C-5 acft not avbl. All military acft only minimal classified materials avbl, aircrews should arrive with appropriate amount to complete their mission. For current Mil Rwy Condition Reading (RCR) call or ctc 914 AW comdpost, 914 AW base ops, or 107 ANG comd post. **AFRC** PPR ctc Base OPS DSN 238-2176 during normal duty hrs Mon-Fri 1215-2100Z† except holidays, and Unit Training Assembly (UTA). Base OPS svc Sun 1230-2130Z†, Mon-Fri 1200-0400Z† (except Federal holidays), clsd Sat except 914 AW UTA. Minimum altitude over Niagara Falls scenic falls is 3500'. No fleet svc avbl. **ANG** PPR, ctc 107th Comd Post DSN 238-3470 during normal duty hrs weekdays 1200-2130Z†, except holidays.

WEATHER DATA SOURCES: ASOS (C 716) 297-6984.

COMMUNICATIONS: CTAF: 118.5 ATIS 120.8 269.4 UNICOM 122.95 PTD (HORSESHOE) 371.25

Ⓡ **BUFFALO APP DEP/CON** 126.5 317.6

TOWER 118.5 349.0 (1200-0400Z†) **GND CON** 121.7 257.8 **CLNC DEL** 119.25 251.1

914 AG COMD POST (CARBONATE) 340.025 **ANG OPS** (FUZZY) 261.9

AIRSPACE: CLASS D svc 1200-0400Z† other times CLASS E.

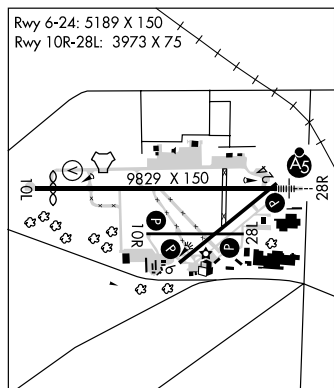
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BUFFALO (H) VOR/DME 116.4 BUF Chan 111 N42°55.74' W78°38.78' 317° 17 NM to fld. 730/8W.

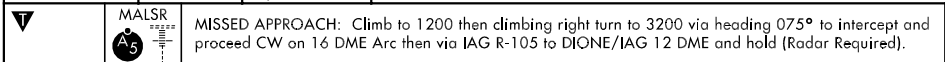
(T) TACAN Chan 47 IAG (111.0) N43°06.75' W78°57.61' at fld. 600/10°W.

KATHI NDB (LOM) 329 IA N43°06.54' W78°50.30' 279° 4.7 NM to fld. Unmonitored when twr clsd.

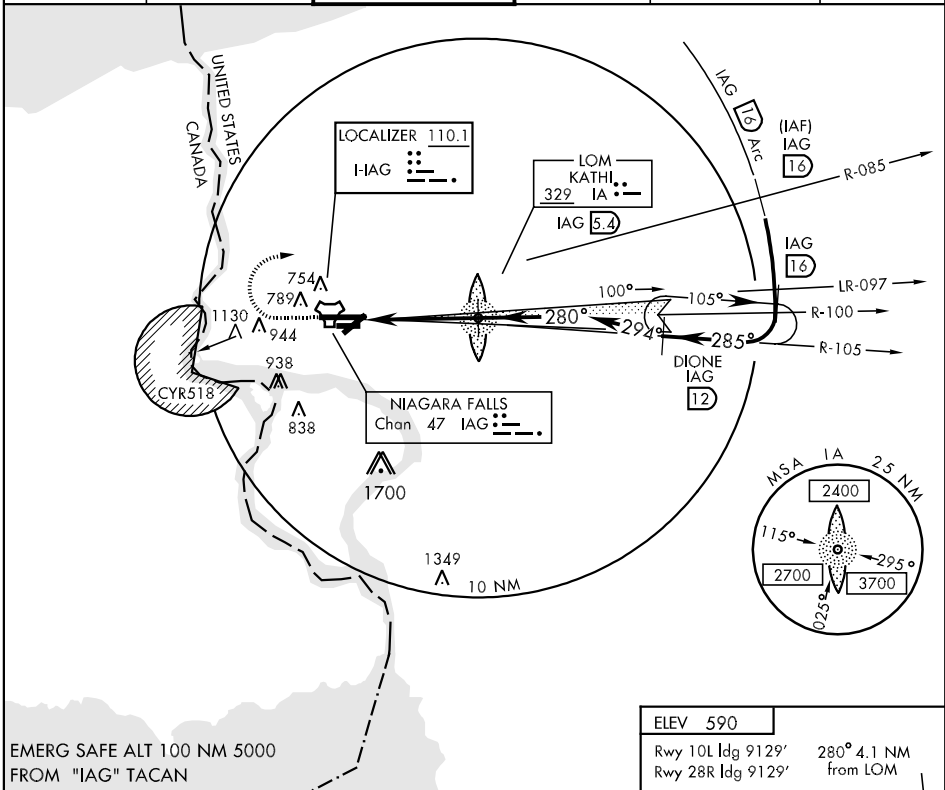
ILS 110.1 I-IAG Rwy 28R. Class IE. LOM KATHI NDB. Unmonitored when twr clsd.



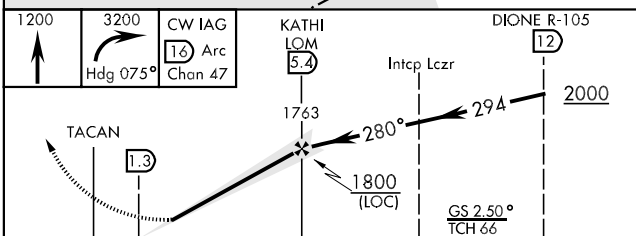
LOC I-AG <u>110.1</u>	APP CRS 280°	Rwy Idg 9129 TDZE 588 Arpt Elev 590	AL-614 [USAF]	ILS RWY 28R NIAGARA FALLS INTL (KIAG)
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ATIS 120.8 269.4	BUFFALO APP CON 126.5 317.6	NIAGARA TOWER ★ 118.5 (CTAF) 0 349.0	GND CON 121.7 275.8	CLNC DEL 119.25 251.1	UNICOM 122.95
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EMERG SAFE ALT 100 NM 5000
FROM "IAG" TACAN



		4.1 NM			
CATEGORY	A		B	C	D
S-ILS 28R	788/24		200	(200-½)	
S-LOC 28R	900/24		312	(400-½)	900/40 312 (400-¾)
CIRCLING	1100-1	510	(600-1)	1100-1½ 510 (600-1½)	1360-2½ 770 (800-2½)

The diagram shows the approach path for Runway 28R. Key features include:
 - ELEV 590
 - Rwy 10L Idg 9129' and Rwy 28R Idg 9129'
 - TDZE 588
 - A distance of 280° 4.1 NM from LOM.
 - Various navigation aids and distances are marked along the path, including 9829 x 150, 3973 x 75, and 624.
 - A table at the bottom provides timing information:

	Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22	

LOC I-AG	APP CRS	Rwy Idg	9129
<u>110.1</u>	280°	TDZE	588
		Apt Elev	590

ILS or LOC RWY 28R
NIAGARA FALLS INTL (IAG)



MISSED APPROACH: Climb to 1200, then climbing right turn to 3200 via heading 050°, then direct 1A LOM and hold.

ATIS
120.8 269.4

BUFFALO APP CON
126.5 317.6

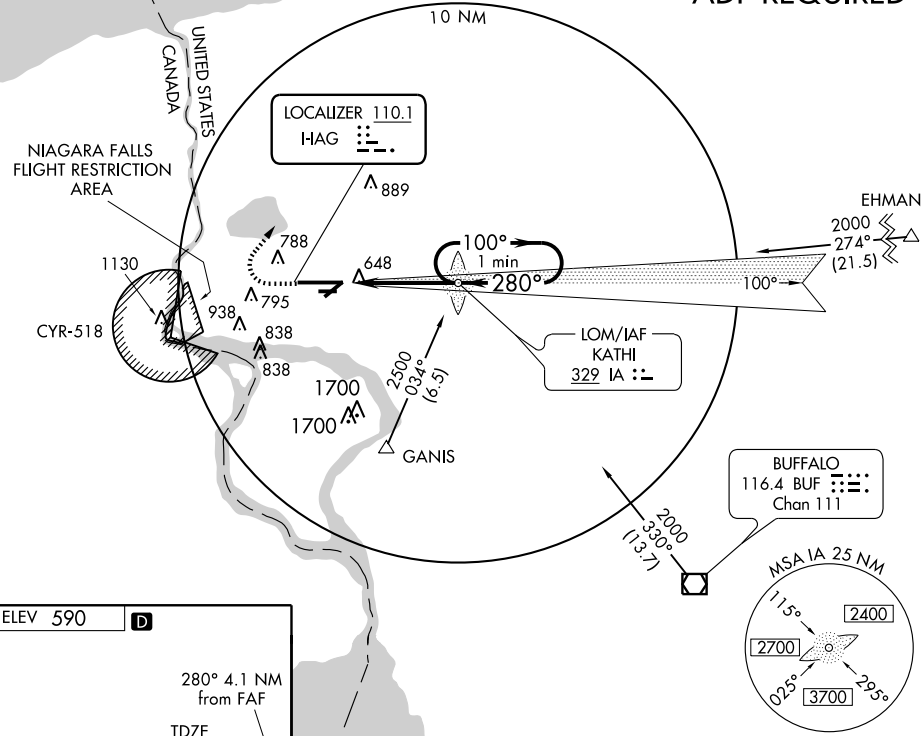
NIAGARA TOWER★
118.5 (CTAF) **Q** 349.0

GND CON
121.7 275.8

CLNC DEL
119.25 251.1

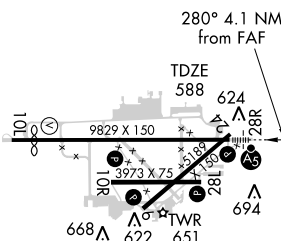
UNICOM
122.95

ADF REQUIRED



ELEV 590	D
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D



REIL Rwy 6, 10R, 24, and 28L **L**
HIRL Rwy 10L-28R **L**
MIRL Rwy 6-24 and 10R-28L **L**

FAF to MAP 4.1 NM

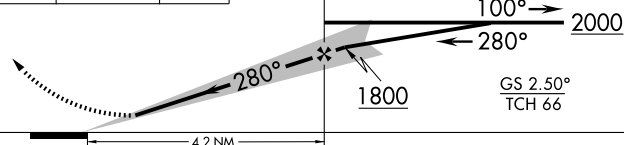
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NIAGARA FALLS, NEW YORK
Amdt 22B 10266

1200 ↑	3200 ↘ HDG 050°	IA
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LOM

One Minute Holding Pattern



CATEGORY	A	B	C	D
S-ILS 28R	788/24 200 (200-½)			
S-LOC 28R	900/24 312 (400-½)			900/40 312 (400-¾)
CIRCLING	1100-1	510 (600-1)	1100-1½ 510 (600-1½)	1180-2 590 (600-2)

NIAGARA FALLS INTL (IAG)

ILS or LOC RWY 28R

NDB or GPS RWY 28R

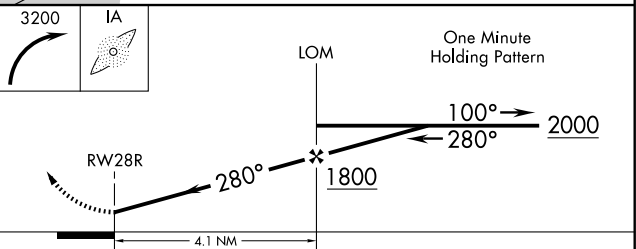
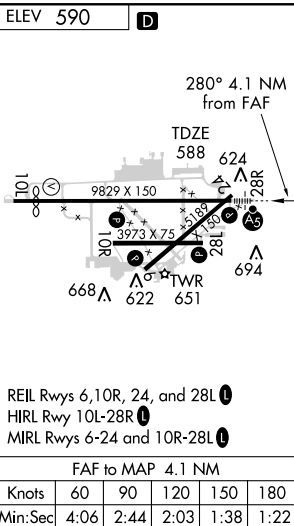
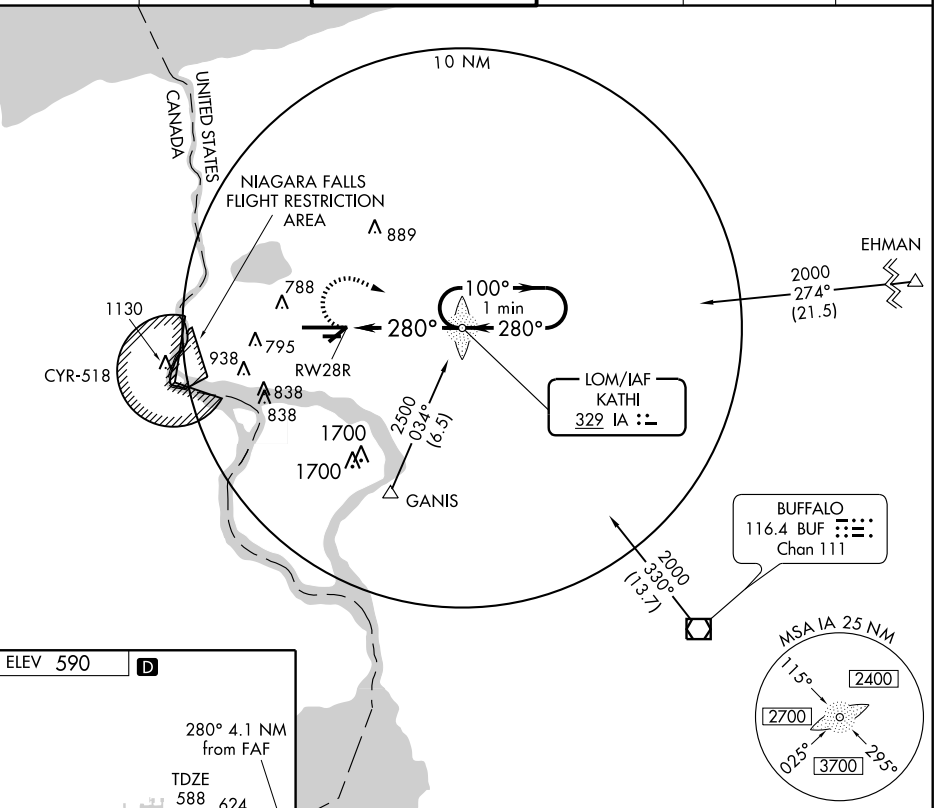
NIAGARA FALLS INTL (IAG)

LOM IA 329	APP CRS 280°	Rwy ldg TDZE Apt Elev	9129 588 590
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MISSED APPROACH: Climbing right turn to 3200 direct IA LOM and hold.

ATIS 120.8 269.4	BUFFALO APP CON 126.5 317.6	NIAGARA TOWER★ 118.5 (CTAF) 349.0	GND CON 121.7 275.8	CLNC DEL 119.25 251.1	UNICOM 122.95
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CATEGORY	A	B	C	D
S-28R	1000/40	412 (500-¾)		1000/50 412 (500-1)
CIRCLING	1100-1	510 (600-1)	1100-1½ 510 (600-1½)	1180-2 590 (600-2)

NDB or GPS RWY 28R

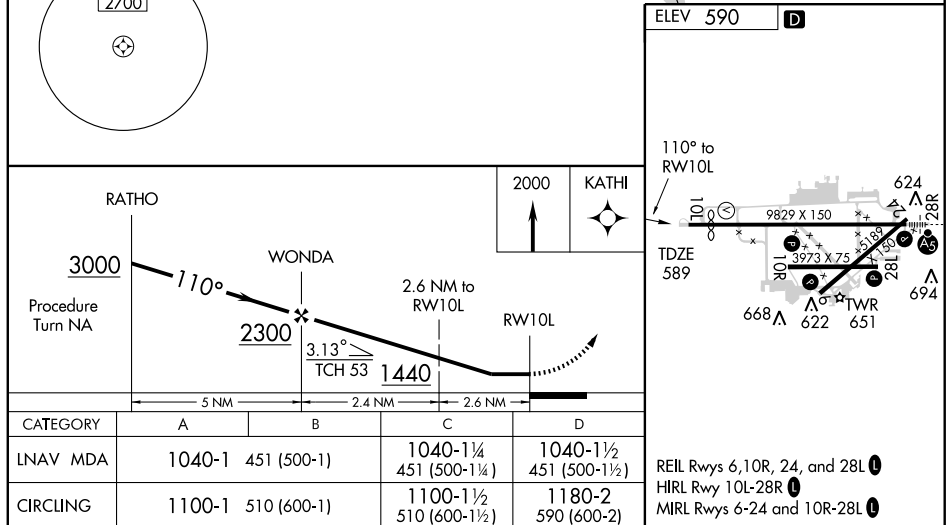
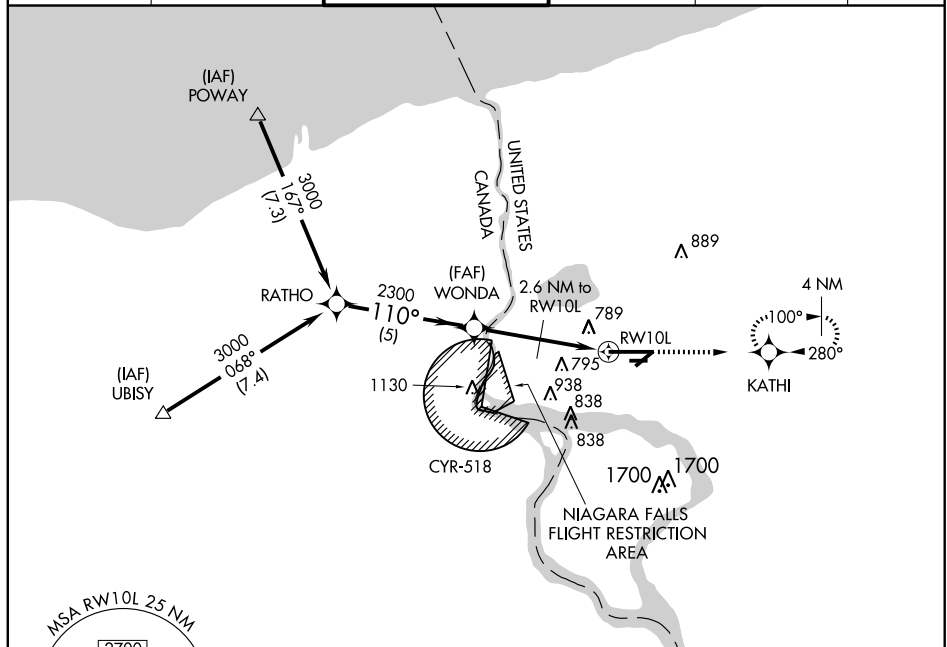
RNAV (GPS) RWY 10L

NIAGARA FALLS INTL (IAG)

APP CRS 110°	Rwy Idg 9129 TDZE 589 Apt Elev 590
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<p>▼</p> <p>▲ NA</p>	<p>GPS or RNP-0.3 required.</p> <p>DME/DME RNP -0.3 NA.</p>	<p>MISSED APPROACH: Climb to 2000</p> <p>direct KATHI WP and hold.</p>
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ATIS 120.8 269.4	BUFFALO APP CON 126.5 317.6	NIAGARA TOWER★ 118.5 (CTAF) 0 349.0	GND CON 121.7 275.8	CLNC DEL 119.25 251.1	UNICOM 122.95
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TACAN IAG Chan 47	APCH CRS 286°	Rwy Idg 9129 TDZE 588 Arpt Elev 589
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AL-614 [USAF]

NIAGARA FALLS INTL (KIAG)

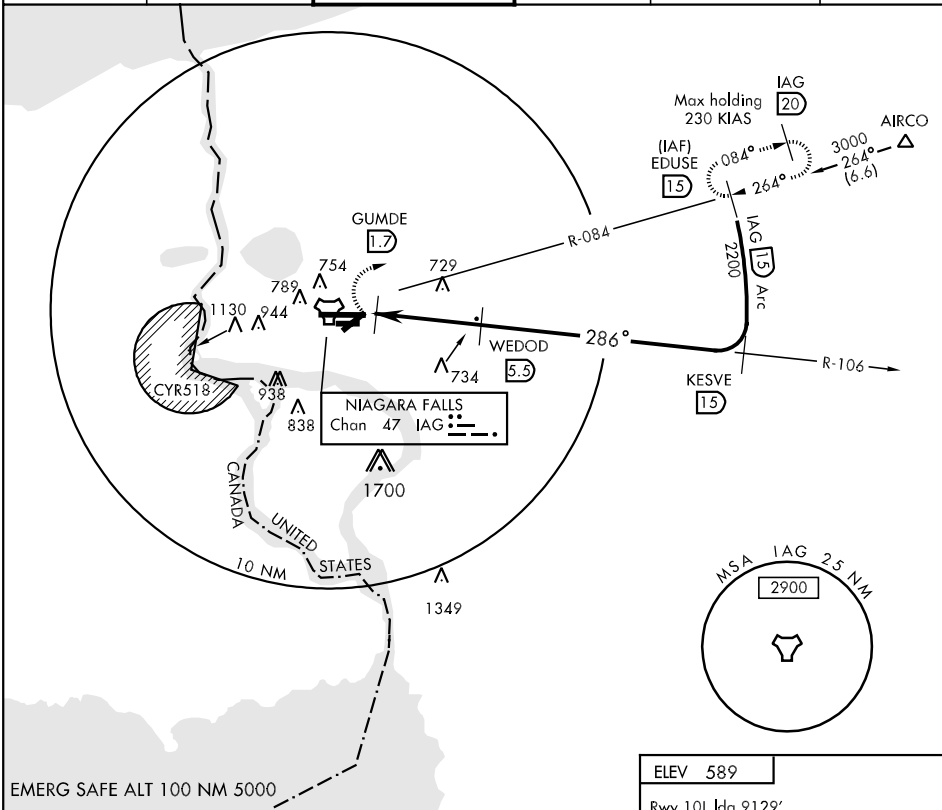
▼ *When MALSR inop, increase vis CATS ABCE ½ mile, and CAT D ½ mile.

**Circling NA for CAT E south of runway 10L-28R.

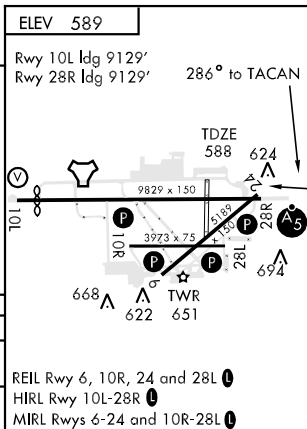
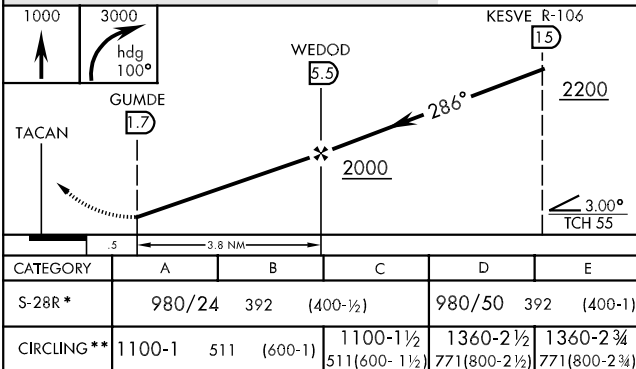


MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 100° and IAG R-084 to EDUSE 15 DME and hold.

ATIS 120.8 269.4	BUFFALO APP CON 126.5 317.6	NIAGARA TOWER ★ 118.5 (CTAF) 0 349.0	GND CON 121.7 275.8	CLNC DEL 119.25 251.1	UNICOM 122.95
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EMERG SAFE ALT 100 NM 5000



NORWICH

LT. WARREN EATON (OIC) 2 N UTC-5(-4DT) N42°33.99' W75°31.45'

1025 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE OIC

RWY 01-19: H4724X75 (ASPH-GRVD) S-30 HIRL 0.3% up N

RWY 01: REIL. PAPI(P2L)—GA 4.0° TCH 40'.

RWY 19: REIL. PAPI(P2L)—GA 3.00° TCH 38'. Thld displaced 440'.
Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-4724 TODA-4724 ASDA-4390 LDA-4205

RWY 19: TORA-4724 TODA-4724 ASDA-4539 LDA-4205

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z, Sat-Sun 1300-2100Z. CLOSED Christmas. Geese and deer on and invof arpt. Rwy 19 has 15 ft dropoff 30 ft from thld on west side. Rwy safety areas have depressions in surface. PAPI Rwy 01 unusable. PAPI Rwy 19 unusable 5° left of centerline. ACTIVATE HIRL Rwy 01-19, PAPI and REIL Rwy 01 and Rwy 19—CTAF. South parallel twy not lgtd. Overnight tie-down fee.

WEATHER DATA SOURCES: AWOS-3 119.025 (607) 336-8583.

COMMUNICATIONS: CTAF/UNICOM 122.8

ROCKDALE RCO 122.1R 112.6T (BUFFALO RADIO)

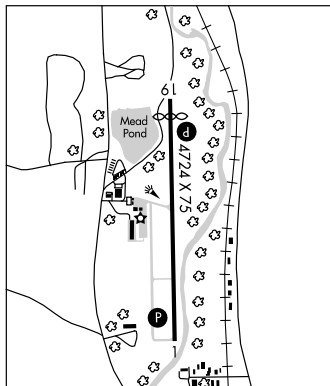
BOSTON CENTER APP/DEP CON 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

ROCKDALE (L) VOR/DME 112.6 RKA Chan 73 N42°27.98'

W75°14.35' 307° 14 NM to fld. 2032/11W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.



OGDENSBURG INTL (OGS) 2 SE UTC-5(-4DT) N44°40.91' W75°27.93'

297 B FUEL 80, 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE OGS

RWY 09-27: H5200X150 (ASPH-GRVD) S-44, D-50, 2D-77 HIRL

RWY 09: PAPI(P4L)—GA 3.0° TCH 45'. Tree.

RWY 27: MAL S. PAPI(P4L)—GA 3.0° TCH 45'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-5200 TODA-5200 ASDA-5200 LDA-5200

RWY 27: TORA-5200 TODA-5200 ASDA-5200 LDA-5200

AIRPORT REMARKS: Attended Mon-Fri 1300-2130Z. For attendant after 2130Z call 315-393-1022. Self service 100LL avbl 24 hrs daily. Birds and deer on or invof arpt. ACTIVATE HIRL Rwy 09-27, MAL S Rwy 27, VASI Rwy 09 and 27, and twy lgts—CTAF. PPR 24 hours for air carrier ops with more than 30 passenger seats; call arpt manager 315-393-4721. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: AWOS-3 118.525 (315) 393-8982.

COMMUNICATIONS: CTAF/UNICOM 122.8

OGDENSBURG RCO 122.4 (BURLINGTON RADIO)

BOSTON CENTER APP/DEP CON 135.25

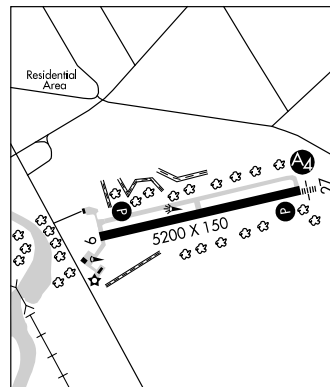
RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.

MASSENA (H) VORTACW 114.1 MSS Chan 88 N44°54.87'

W74°43.36' 261° 34.7 NM to fld. 200/14W. HIWAS.

OGIVE NDB (LOM) 358 OG N44°42.09' W75°21.18' 269° 5.0 NM to fld. Unmonitored.

ILS/DME 110.7 I-OGS Chan 44 Rwy 27. LOM OGIVE NDB. LOC only. LOC and LOM unmonitored.



OGIVE N44°42.09' W75°21.18' NOTAM FILE OGS.

NDB (LOM) 358 OG 269° 5.0 NM to Ogdensburg Intl. Unmonitored.

OLCOTT-NEWFANE (D80) 2 SW UTC-5(-4DT) N43°19.25' W78°43.74'

315 B S4 FUEL 80, 100LL, MOGAS NOTAM FILE BUF

RWY 06-24: 2408X30 (TURF-GRVL) LIRL

RWY 06: Trees. RWY 24: Brush.

RWY 09-27: 2500X60 (TURF)

RWY 09: Trees. RWY 27: Building.

AIRPORT REMARKS: Attended daigt hours. Arpt CLOSED indef. Ultralight activities on arpt. Deer on and invof arpt.

P-line off end of Rwy 24 and 27; +35 ft high as close as 250 ft from rwy end on centerline. Rwy 06-24 has loose aggregate. ACTIVATE LIRL Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

NEW YORK

L-32F

IAP

MONTREAL

H-11C, 12K, L-32G

IAP

DETROIT

APP CRS **014°**
 Rwy Idg **4205**
 TDZE **1023**
 Apt Elev **1025**

RNAV (GPS) RWY 1
 NORWICH / LT. WARREN EATON (OIC)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.
 VDP NA when using Binghamton altimeter setting.

MISSED APPROACH: Climb to 4000 direct HESOD and hold.

AWOS-3
119.025

BOSTON CENTER
133.25 279.5

UNICOM
122.8 (CTAF) 0

MISSED APCH FIX



▲ 2080 ±
 • 1960

▲ 1982

• 1970

▲ 2251

▲ 2159

▲ 2082

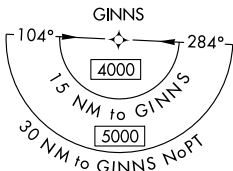
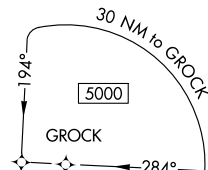
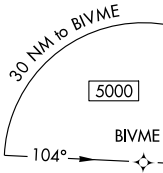
▲ 1762 ±

• 1950

▲ 2277

HAPSO

▲ 2236



(IAF) BIVME

3000
 014° (3.5)

(FAF) FENUB

3500
 014° (3.5)

(IF/IAF) GINNS

4000 NoPT
 103° (6)

4000 NoPT
 284° (6)

4000 NoPT
 194°

4000 NoPT
 014°

4000 NoPT
 014°

4000 NoPT
 014°

4000 NoPT
 014°

4000 NoPT
 014°

ELEV 1025

D

4 NM
 Holding Pattern

GINNS

HAPSO

FENUB

2.2 NM to RW01

3.05°

TCH 40

RW01

4000

← 194°

→ 014°

3500

014°

3000

VGSI and descent angles not coincident.

← 3.5 NM

← 3.5 NM

← 3.8 NM

← 2.2 NM

CATEGORY

A

B

C

D

RNAV MDA

1980-1¼

1980-1½

1980-3

957 (1000-3)

CIRCLING

2140-1¼

2160-1½

2160-3

2220-3

REIL Rwy 1 and 19 **0**

HIRL Rwy 1-19 **0**

61

4724 X 75

0.3% UP

TDZE 1023

014° to RW01

APP CRS **194°**
 Rwy Idg **4205**
 TDZE **1025**
 Apt Elev **1025**

RNAV (GPS) RWY 19

NORWICH / LT. WARREN EATON (OIC)

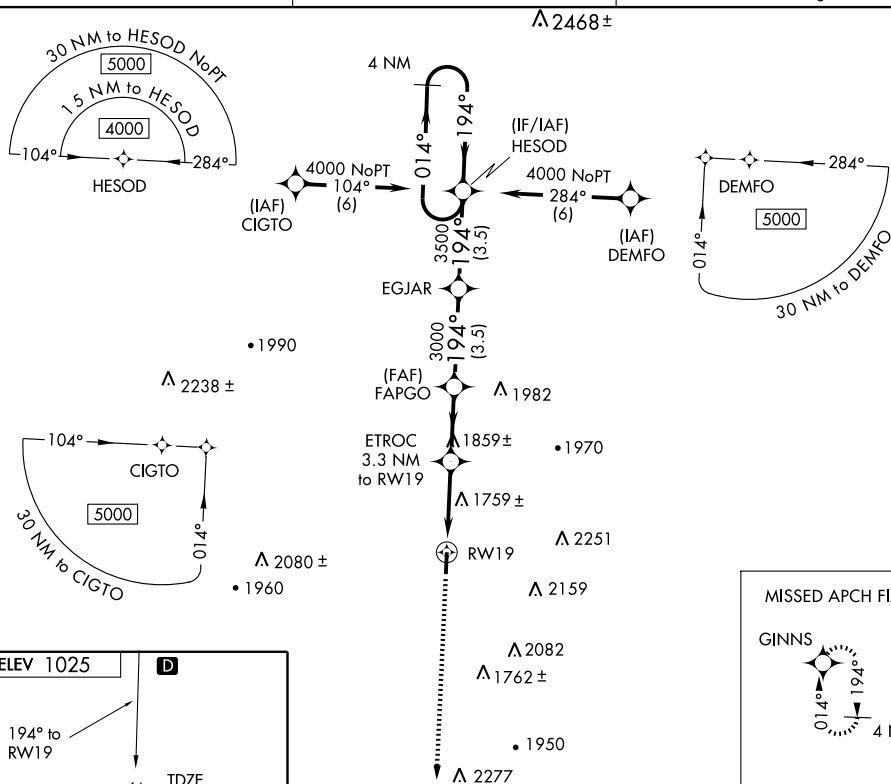
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.
 Cat D straight-in minima NA when using Binghamton altimeter setting.

MISSED APPROACH: Climb to 4000 direct GINNS and hold.

AWOS-3
119.025

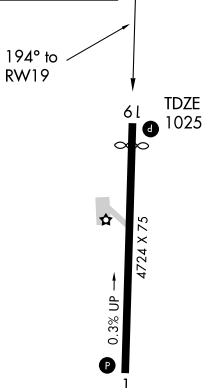
BOSTON CENTER
133.25 279.5

UNICOM
122.8 (CTAF) 0



ELEV 1025

D



HIRL Rwy 1-19 **0**
 REIL Rws 1 and 19 **0**

CATEGORY	A		B		C		D	
	LNAV MDA		LNAV MDA		LNAV MDA		LNAV MDA	
CIRCLING	2020-1¼ 995 (1000-1¼)		2020-1½ 995 (1000-1½)		2020-3 1135 (1200-3)		995 (1000-3)	
	2140-1¼ 1115 (1200-1¼)		2160-1½ 1135 (1200-1½)		2160-3 1135 (1200-3)		2220-3 1195 (1200-3)	

VOR/DME RKA 112.6 Chan 73	APP CRS 307°	Rwy ldg TDZE Apt Elev 1025	N/A N/A
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VOR/DME-A

NORWICH / LT. WARREN EATON (OIC)



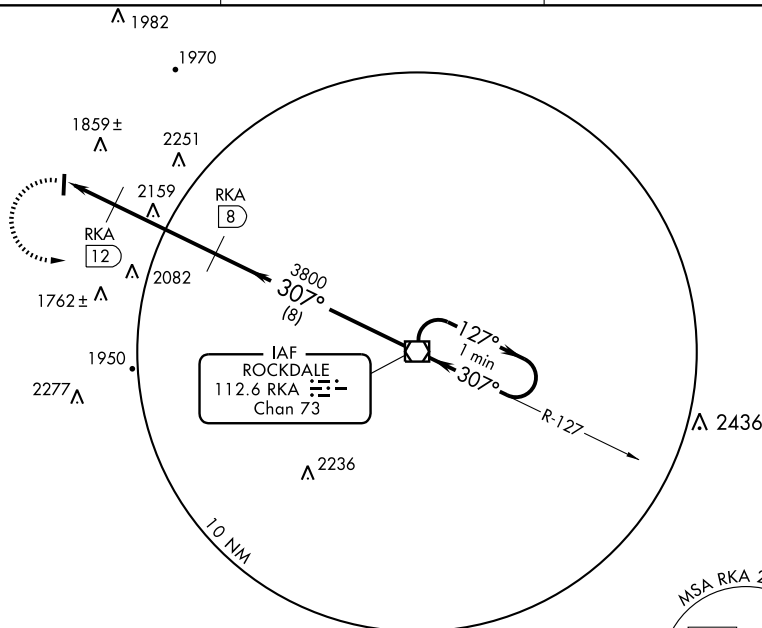
If local altimeter setting not received, use Greater Binghamton altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climbing left turn to 3800, direct RKA VOR/DME and hold.

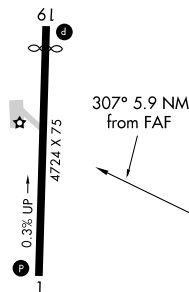
AWOS-3
119.025

BOSTON CENTER
133.25 279.5

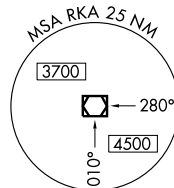
UNICOM
122.8 (CTAF) 0



ELEV 1025

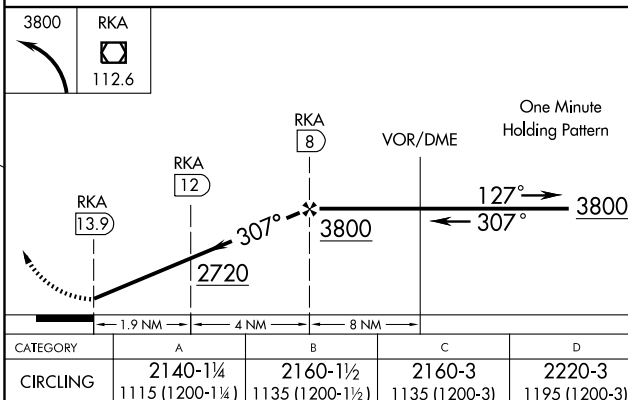
D

NoPT for arrivals on RKA VOR/DME
airway radials 086 CW 155.



HIRL Rwy 1-19 **0**
REIL Rwy 1 and 19 **0**

NORWICH, NEW YORK
Amdt 4 08325



NORWICH / LT. WARREN EATON (OIC)

VOR/DME-A

42°34'N - 75°31'W

NORWICH

LT. WARREN EATON (OIC) 2 N UTC-5(-4DT) N42°33.99' W75°31.45'

1025 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE OIC

RWY 01-19: H4724X75 (ASPH-GRVD) S-30 HIRL 0.3% up N

RWY 01: REIL. PAPI(P2L)—GA 4.0° TCH 40'.

RWY 19: REIL. PAPI(P2L)—GA 3.00° TCH 38'. Thld displaced 440'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-4724 TODA-4724 ASDA-4390 LDA-4205

RWY 19: TORA-4724 TODA-4724 ASDA-4539 LDA-4205

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z, Sat-Sun 1300-2100Z. CLOSED Christmas. Geese and deer on and invof arpt. Rwy 19 has 15 ft dropoff 30 ft from thld on west side. Rwy safety areas have depressions in surface. PAPI Rwy 01 unusable. PAPI Rwy 19 unusable 5° left of centerline. ACTIVATE HIRL Rwy 01-19, PAPI and REIL Rwy 01 and Rwy 19—CTAF. South parallel twy not lgtd. Overnight tie-down fee.

WEATHER DATA SOURCES: AWOS-3 119.025 (607) 336-8583.

COMMUNICATIONS: CTAF/UNICOM 122.8

ROCKDALE RCO 122.1R 112.6T (BUFFALO RADIO)

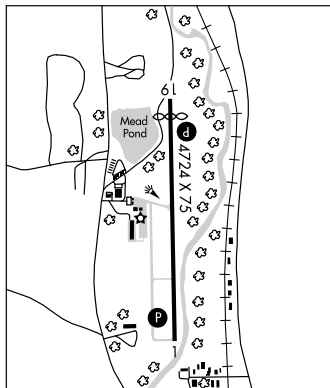
BOSTON CENTER APP/DEP CON 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

ROCKDALE (L) VOR/DME 112.6 RKA Chan 73 N42°27.98'

W75°14.35' 307° 14 NM to fld. 2032/11W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.



OGDENSBURG INTL (OGS) 2 SE UTC-5(-4DT) N44°40.91' W75°27.93'

297 B FUEL 80, 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE OGS

RWY 09-27: H5200X150 (ASPH-GRVD) S-44, D-50, 2D-77 HIRL

RWY 09: PAPI(P4L)—GA 3.0° TCH 45'. Tree.

RWY 27: MAL S. PAPI(P4L)—GA 3.0° TCH 45'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-5200 TODA-5200 ASDA-5200 LDA-5200

RWY 27: TORA-5200 TODA-5200 ASDA-5200 LDA-5200

AIRPORT REMARKS: Attended Mon-Fri 1300-2130Z. For attendant after 2130Z call 315-393-1022. Self service 100LL avbl 24 hrs daily. Birds and deer on or invof arpt. ACTIVATE HIRL Rwy 09-27, MAL S Rwy 27, VASI Rwy 09 and 27, and twy lgts—CTAF. PPR 24 hours for air carrier ops with more than 30 passenger seats; call arpt manager 315-393-4721. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: AWOS-3 118.525 (315) 393-8982.

COMMUNICATIONS: CTAF/UNICOM 122.8

OGDENSBURG RCO 122.4 (BURLINGTON RADIO)

BOSTON CENTER APP/DEP CON 135.25

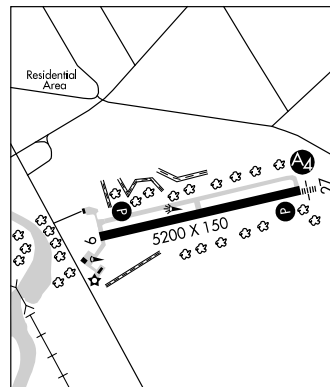
RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.

MASSENA (H) VORTACW 114.1 MSS Chan 88 N44°54.87'

W74°43.36' 261° 34.7 NM to fld. 200/14W. HIWAS.

OGIVE NDB (LOM) 358 OG N44°42.09' W75°21.18' 269° 5.0 NM to fld. Unmonitored.

ILS/DME 110.7 I-OGS Chan 44 Rwy 27. LOM OGIVE NDB. LOC only. LOC and LOM unmonitored.



OGIVE N44°42.09' W75°21.18' NOTAM FILE OGS.

NDB (LOM) 358 OG 269° 5.0 NM to Ogdensburg Intl. Unmonitored.

OLCOTT-NEWFANE (D80) 2 SW UTC-5(-4DT) N43°19.25' W78°43.74'

315 B S4 FUEL 80, 100LL, MOGAS NOTAM FILE BUF

RWY 06-24: 2408X30 (TURF-GRVL) LIRL

RWY 06: Trees. RWY 24: Brush.

RWY 09-27: 2500X60 (TURF)

RWY 09: Trees. RWY 27: Building.

AIRPORT REMARKS: Attended daigt hours. Arpt CLOSED indef. Ultralight activities on arpt. Deer on and invof arpt.

P-line off end of Rwy 24 and 27; +35 ft high as close as 250 ft from rwy end on centerline. Rwy 06-24 has loose aggregate. ACTIVATE LIRL Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

NEW YORK

L-32F

IAP

MONTREAL

H-11C, 12K, L-32G

IAP

DETROIT

LOC/DME I-OGS 110.7 Chan 44	APP CRS 269°	Rwy Idg TDZE 297 Apt Elev 297	5200
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LOC RWY 27 OGDENSBURG INTL (OGS)

NA Circling to Rwy 9 NA at night. Inoperative table does not apply.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Massena altimeter setting and increase all MDA 100 feet, S-27 Cats C and D and Circling Cats B/C/D visibility ¼ mile.

MALS



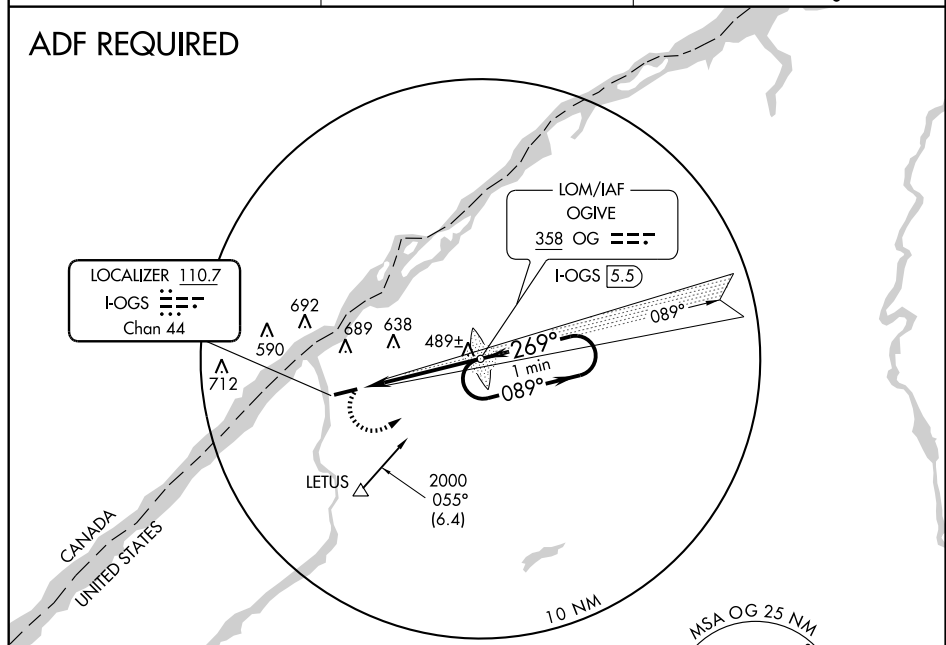
MISSED APPROACH:
Climbing left turn to 2000
direct OGIVE LOM and hold.

AWOS-3
118.525

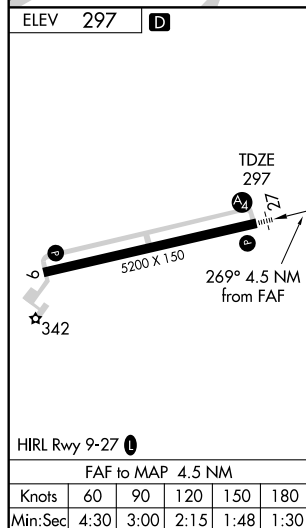
BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF) 1

ADF REQUIRED



ELEV **297** **D**



<div>2000</div> <div>OG</div> <div>VGSI and descent angles not coincident.</div>	<div>LOM I-OGS 5.5</div> <div>One Minute Holding Pattern</div> <div>089° → 2000</div> <div>← 269°</div> <div>≤ 3.43° TCH 52</div> <div>4.5 NM</div>																	
	<table> <tr> <th>CATEGORY</th><th>A</th><th>B</th><th>C</th><th>D</th></tr> <tr> <td>S-27</td><td>740-1</td><td>443 (500-1)</td><td>740-1¼ 443 (500-1¼)</td><td>740-1½ 443 (500-1½)</td></tr> <tr> <td>CIRCLING</td><td>740-1 443 (500-1)</td><td>1000-1 703 (800-1)</td><td>1000-2 703 (800-2)</td><td>1000-2¼ 703 (800-2¼)</td></tr> </table>				CATEGORY	A	B	C	D	S-27	740-1	443 (500-1)	740-1¼ 443 (500-1¼)	740-1½ 443 (500-1½)	CIRCLING	740-1 443 (500-1)	1000-1 703 (800-1)	1000-2 703 (800-2)
CATEGORY	A	B	C	D														
S-27	740-1	443 (500-1)	740-1¼ 443 (500-1¼)	740-1½ 443 (500-1½)														
CIRCLING	740-1 443 (500-1)	1000-1 703 (800-1)	1000-2 703 (800-2)	1000-2¼ 703 (800-2¼)														

APP CRS 269°	Rwy Idg TDZE Apt Elev	5200 297 297
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RNAV (GPS) RWY 27

OGDENSBURG INTL (OGS)

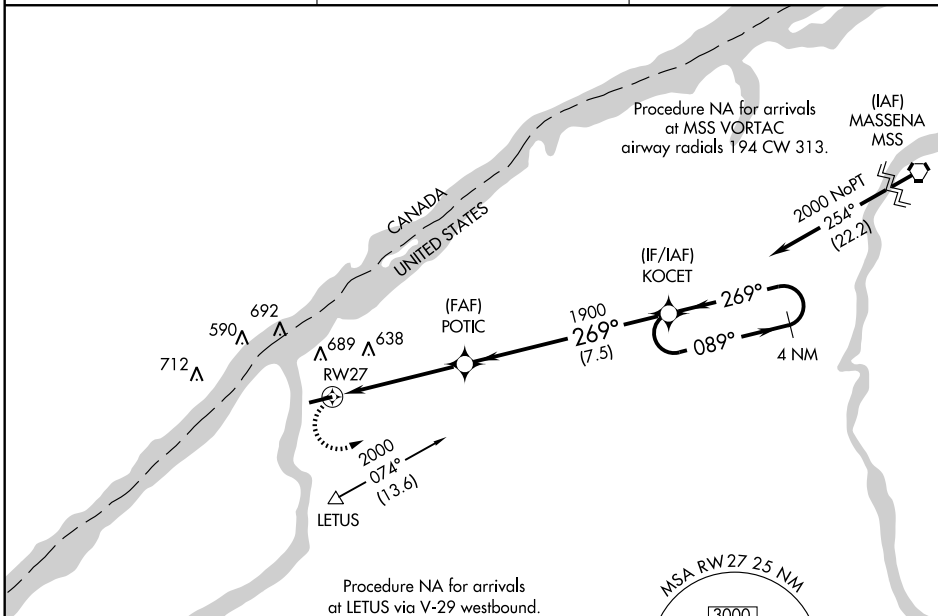
T DME/DME RNP-0.3 NA. When VGSI inoperative, procedure NA at night.
A NA Inoperative table does not apply. When local altimeter setting not received, use Massena altimeter setting and increase all MDA 100 feet and LNAV Cat C and D visibility ¼ mile and Circling Cat B, C, and D visibility ¼ mile.

MALS

 A_4

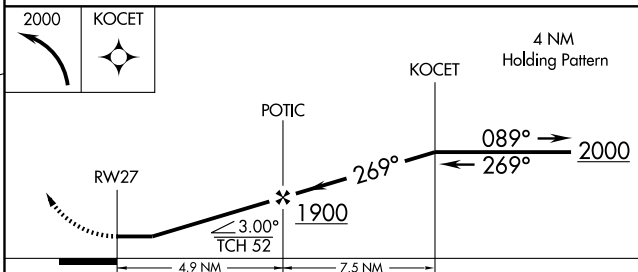
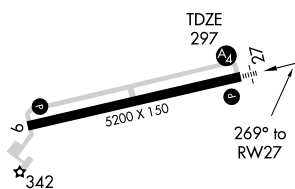
MISSED APPROACH:
Climbing left turn to 2000
direct KOCET WP and hold.

AWOS-3 118,525	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF) ①
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ELEV 297

D



CATEGORY	A	B	C	D
LNAV MDA	780 - 1 483 (500-1)		780-1¼ 483 (500-1¼)	780-1½ 483 (500-1½)
CIRCLING	780-1 483 (500-1)	1000-1 703 (800-1)	1000-2 703 (800-2)	1000-2¼ 703 (800-2¼)

HIRL Rwy 9-27 **L**

OGDENSBURG, NEW YORK

Orig-A 10266

44°41'N-75°28'W

OGDENSBURG INTL (OGS)

RNAV (GPS) RWY 27

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2: 21 OCT 2010 to 18 NOV 2010

OLEAN N42°17.01' W78°20.10' NOTAM FILE OLE.

DETROIT

NDB (MHW) 360 LYS 222° 3.0 NM to Cattaraugus Co-Olean. NDB unusable byd 15 NM. SHUTDOWN.

L-301

OLEAN

CATTARAUGUS COUNTY-OLEAN (OLE) 10 N UTC-5(-4DT) N42°14.48' W78°22.28'

DETROIT

2135 B **FUEL** 100LL, JET A NOTAM FILE OLE

L-301

Rwy 04-22: H4800X100 (ASPH-GRVD) S-45, D-50, 2D-46 HIRL 0.4% up SW

IAP

Rwy 04: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld dspcd 100'.

Trees.

Rwy 22: REIL. PAPI(P4L) TCH 40'. Thld dspcd 200'. Tree.

Rwy 16-34: 2135X100 (TURF) 0.8% up NW

Rwy 16: Tree.

Rwy 34: Tree.

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 04: TORA-4800 TODA-4800 ASDA-4600 LDA-4500

Rwy 22: TORA-4800 TODA-4800 ASDA-4700 LDA-4500

AIRPORT REMARKS: Attended 1300-2100Z†. Arpt CLOSED holidays.

Deer on and invof arpt. Terrain drops off on all rwy ends. Rwy 04 250'x250' safety area. Rwy 22 225' wide x 110' safety area. Rwy 16-34 has reflective edge and thld markings. Rwy 16-34 CLOSED winter months; soft in spring. ACTIVATE HIRL Rwy 04-22 and REIL and PAPI Rwy 04 and 22—CTAF. Snow plowing and braking action and field condition reports not avbl when arpt is not attended.

WEATHER DATA SOURCES: AWOS-3 118.375 (716) 557-2001.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEVELAND CENTER APP/DEP CON 124.325

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

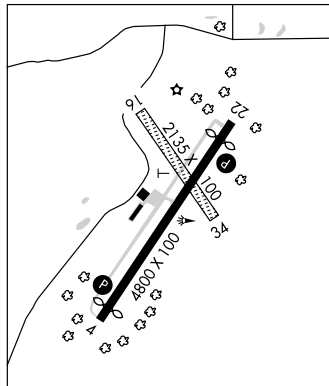
WELLSVILLE (L) VORTAC 111.4 ELZ Chan 51 N42°05.38' W77°59.97' 302° 19 NM to fld. 2296/09W.

OLEAN NDB (MHW) 360 LYS N42°17.01' W78°20.10' 222° 3.0 NM to fld. NOTAM FILE OLE.

NDB unusable byd 15 NM. SHUTDOWN.

ILS 109.3 I-OLE Rwy 22. LOC only.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.



GIERMEK EXECUTIVE (8G3) 2 SE UTC-5(-4DT) N42°04.12' W78°24.27'

DETROIT

1420 NOTAM FILE BUF

Rwy 10-28: 3150X80 (TURF)

Rwy 10: Trees.

Rwy 28: Trees.

AIRPORT REMARKS: Attended Mon-Fri 2200-0100Z†, Sat-Sun 1300-2100Z†. Deer crossing evenings. Rwy not snow plowed. Call 716-307-8966 or 716-307-3581 for conditions. Rwy 10-28 1-2' deep depression/rut located 50' from beginning of Rwy 10 rgt of centerline across rwy. Rwy 10-28 width varies 80-100'. Rwy 10-28 edges marked with white cones. Arpt CLOSED nights.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

LOC RWY 22

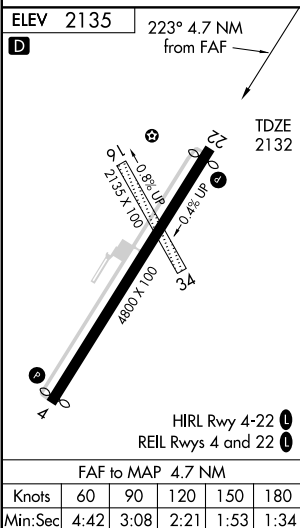
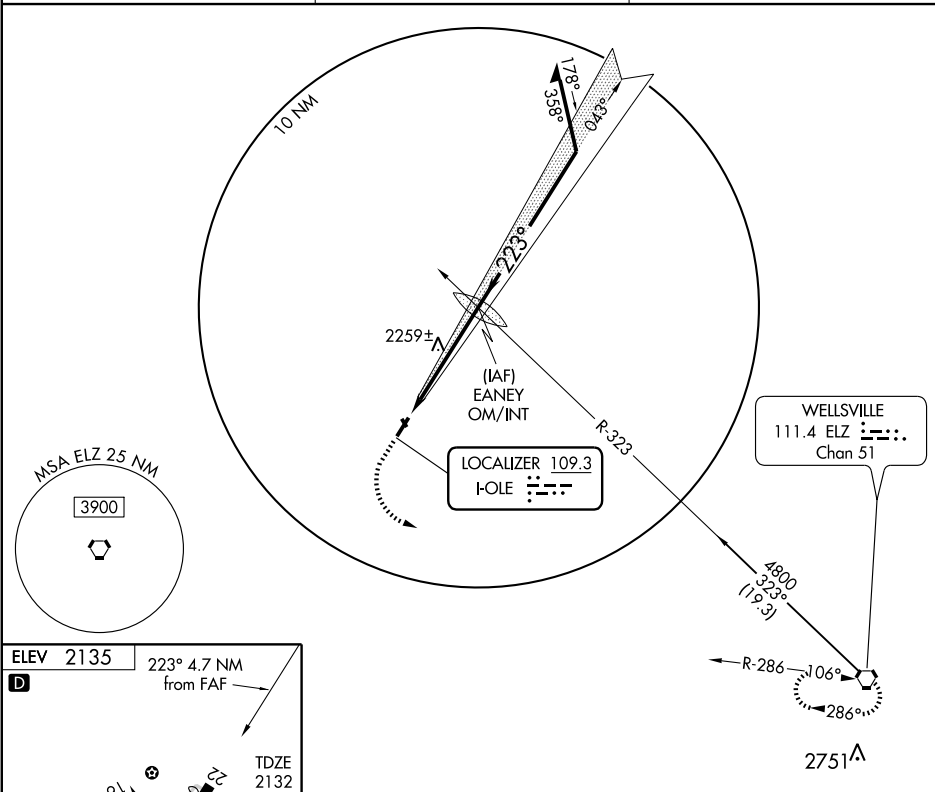
OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

LOC FOLE <u>109.3</u>	APP CRS 223°	Rwy Idg TDZE Apt Elev	4600 2132 2135
---------------------------------	------------------------	-----------------------------	---

T When VGSI inop, straight-in/circling Rwy 22 procedure NA at night.
A NA When local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 80 feet and S-22 Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 direct ELZ VORTAC and hold.

AWOS-3 118.375	CLEVELAND CENTER 124.325 353.850	UNICOM 122.8 (CTAF) 0
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CLEAN, NEW YORK

Amdt 6 09295

OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

42°14'N - 78°22'W

LOC RWY 22

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

WAAS CH 53401 W04A	APP CRS 043°	Rwy Idg 4700 TDZE 2132 Apt Elev 2135
--	------------------------	---

RNAV (GPS) RWY 4

OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)



NA



DME/DME RNP-0.3 NA. When VGSI inop, circling Rwy 22 NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). VDP and Baro-VNAV NA when using Bradford, PA altimeter setting.

MISSED APPROACH:
Climb to 4000 direct
UGASE and hold.

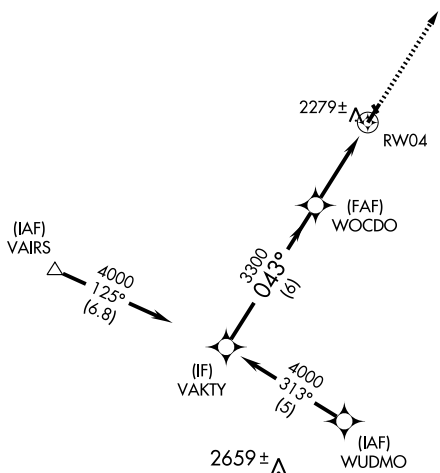
AWOS-3
118.375

CLEVELAND CENTER
124.325 353.850

UNICOM
122.8 (CTAF) ①

MSA RW04 2.5 NM

3900



Procedure NA for arrival at ELZ VORTAC
on airway radials 246 CW 286.

WELLSVILLE ELZ

5000
275°
(17.8)

ELEV 2135

D

VAKTY

4000

Procedure Turn NA

043°

WOCDO

GS 3.00°

TCH 40

3300

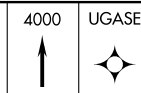
*1.2 NM to RW04

*LNAV only.

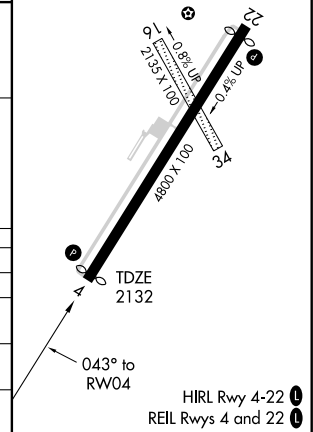
6 NM

2.3 NM

1.2



CATEGORY	A	B	C	D
LPV DA	2382-1		250 (300-1)	
LNAV/VNAV DA	2549-1½		417 (500-1½)	
LNAV MDA	2560-1 428 (500-1)		2560-1¼ 428 (500-1¼)	2560-1½ 428 (500-1½)
CIRCLING	2620-1½ 485 (500-1½)		2700-2 565 (600-2)	



HIRL Rwy 4-22 ①
REIL Rwy 4 and 22 ①

WAAS CH 99401 W22A	APP CRS 223°	Rwy Idg TDZE Apt Elev	4600 2132 2135
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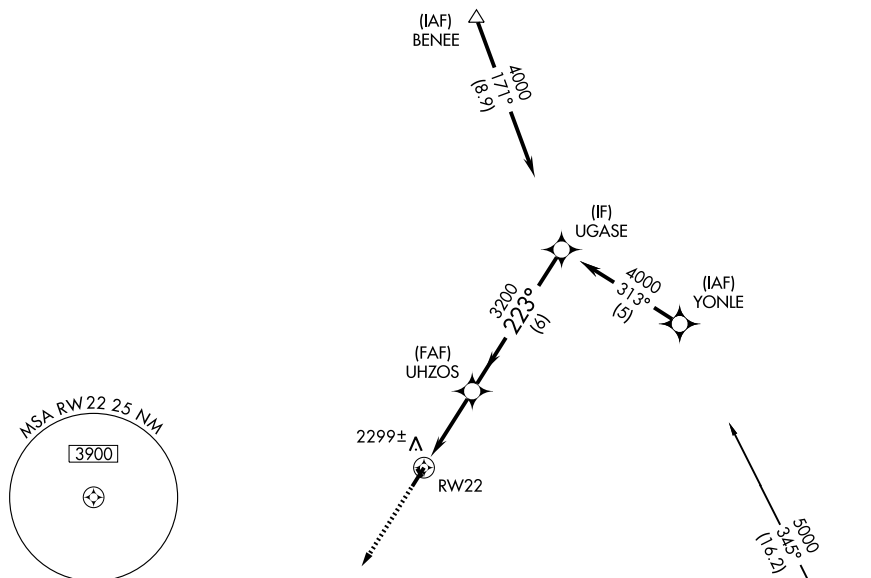
RNAV (GPS) RWY 22

OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

T DME/DME RNP-0.3 NA. When VGSI inop, straight-in/circling Rwy 22 procedure NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 43°C (110°F). Baro-VNAV NA when using Bradford, PA altimeter setting. Visibility reduction by helicopters NA.

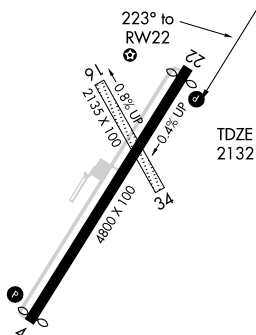
MISSED APPROACH: Climb to 4000 direct VAKTY and hold.

AWOS-3 118.375	CLEVELAND CENTER 124.325 353.850	UNICOM 122.8 (CTAF) 0
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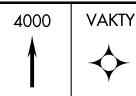


ELEV 2135

D



MISSED APCH FIX VAKTY



	UHZOS		UGASE	
	RW22		223° 4000	
	3200		GS 3.00° TCH 40	
	3.3 NM		6 NM	
CATEGORY	A	B	C	D
LPV DA	2382-1		250 (300-1)	
LNAV/VNAV DA	2569-1½		437 (500-1½)	
LNAV MDA	2560-1 428 (500-1)		2560-1¼ 428 (500-1¼)	2560-1½ 428 (500-1½)
CIRCLING	2620-1½ 485 (500-1½)		2700-2 565 (600-2)	

OLEAN, NEW YORK

Amdt 1 09295

OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

42°14'N - 78°22'W

RNAV (GPS) RWY 22

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

ONEONTA MUNI (N66) 3 N UTC-5(-4DT) N42°31.49' W75°03.87'

1763 B S4 FUEL 100LL, JET A NOTAM FILE BUF

RWY 06-24: H4200X75 (ASPH) S-12 MRL 0.3% up SW

RWY 06: REIL. VASI(V4R)—GA 3.0° TCH 55'. Tree.

RWY 24: MALS. REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended 1300-2200Z±. Bcn twr partially obscured by trees. Rwy 24 REIL OTS indef. ACTIVATE REIL Rwy 06-24, VASI Rwy 06, PAPI Rwy 24, and MALS Rwy 24-122.8. MRL Rwy 06-24 opr SS-SR.

WEATHER DATA SOURCES: AWOS-3 119.575 (607) 643-0253.

COMMUNICATIONS: CTAF/UNICOM 122.8

ROCKDALE RCO 122.1R 112.6T (BUFFALO RADIO)

BOSTON CENTER APP/DEP CON 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

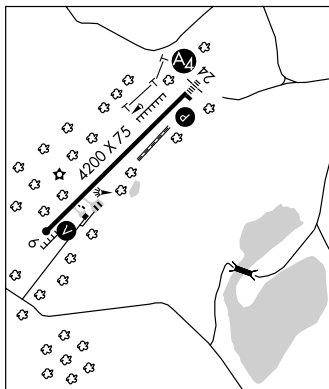
ROCKDALE (L) VOR/DME 112.6 RKA Chan 73 N42°27.98'

W75°14.35' 077° 8.5 NM to fld. 2032/11W.

KRING NDB (LOM) 279 OZ N42°35.08' W74°59.18' 236° 5.0 NM to fld.

ILS 108.9 I-OZX Rwy 24 LOM KRING NDB. LOC only. LOC unusable 0.6 NM inbound to thld.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.



NEW YORK
L-326, 33A
IAP

ORANGE CO (See MONTGOMERY)

ORCHY N40°51.98' W73°48.21' NOTAM FILE LGA.

NDB (LOM) 385 UR 222° 6.2 NM to La Guardia. Unusable 140°-210° beyond 11 NM.

OSWEGO CO (See FULTON)

OTIMS N41°26.71' W74°17.47' NOTAM FILE ISP.

NDB (LOM) 353 MG 031° 4.1 NM to Orange Co.

OVID (D82) 2 SE UTC-5(-4DT) N42°39.29' W76°47.78'

1062 NOTAM FILE BUF

RWY 01R-19L: 2800X40 (ASPH-GRVL)

RWY 01R: Trees. RWY 19L: Trees.

RWY 01L-19R: 2200X60 (TURF)

RWY 01L: Trees. RWY 19R: Trees.

AIRPORT REMARKS: Attended Apr-Nov dawn-dusk, Dec-Mar call arpt manager at 607-869-5601. Parachute Jumping. Arpt CLOSED to transient acft 1 Dec-1 May (yearly). Turf Rwy 19R thld begins 470' byd paved Rwy 19L thld. Rwy 01L-19R soft and wet Mar-Jun. Use Rwy 19L for calm wind lds. Rwy 19L slopes uphill.

COMMUNICATIONS: CTAF/UNICOM 122.8

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

NEW YORK

OWASCO (See MORAVIA)

PAWLING N41°46.19' W73°36.03' NOTAM FILE ISP.

(L) VOR/DME 114.3 PWL Chan 90 246° 27.1 NM to Stewart Intl. 1250/12W.

NEW YORK
H-101, L-33B, 34

LOC I-OZX 108.9	APP CRS 237°	Rwy Idg TDZE Apt Elev	4200 1758 1763
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LOC RWY 24

ONEONTA MUNI (N66)

▼ When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet and increase Circling Cat B visibility $\frac{1}{4}$.
▲ NA Inoperative table does not apply. Visibility reduction by helicopters NA. Localizer unusable 4.2 NM after passing OZ LOM.

MALS



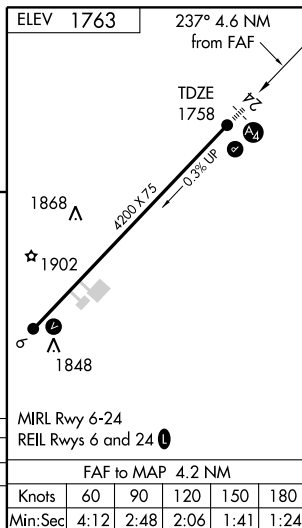
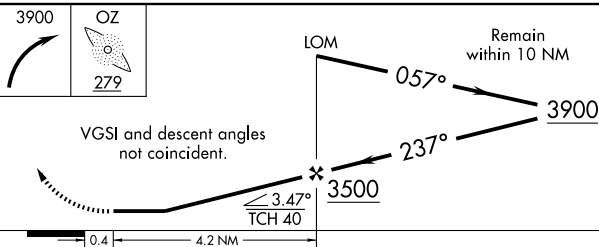
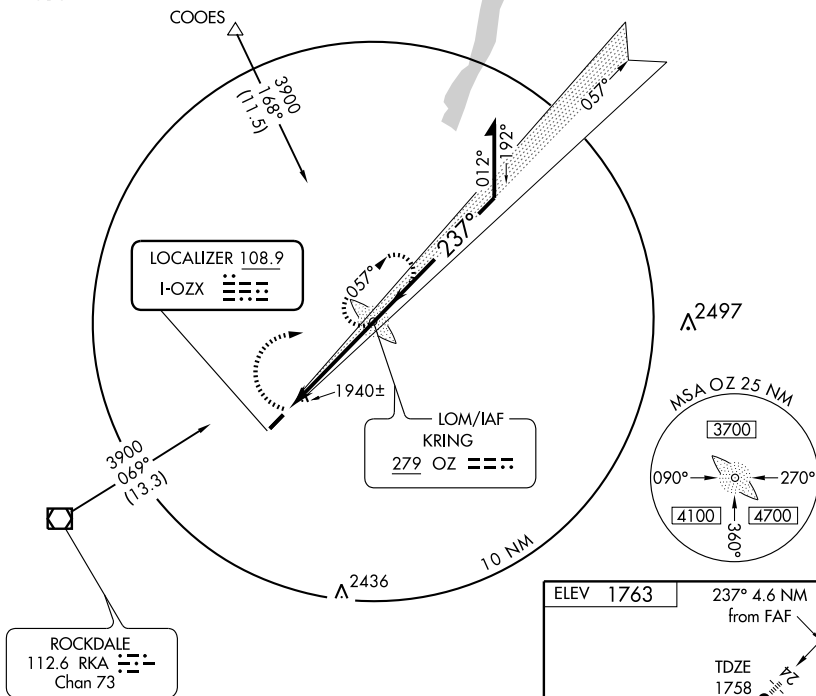
MISSED APPROACH:
Climbing right turn to 3900
direct OZ LOM and hold,
continue climb-in-hold to 3900.

AWOS-3
119.575

BOSTON CENTER
133.25 279.5

UNICOM
122.8 (CTAF) 0

ADF REQUIRED



WAAS CH 86309 W06A	APP CRS 057°	Rwy Idg 4200 TDZE 1763 Apt Elev 1763
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RNAV (GPS) RWY 6

ONEONTA MUNI (N66)

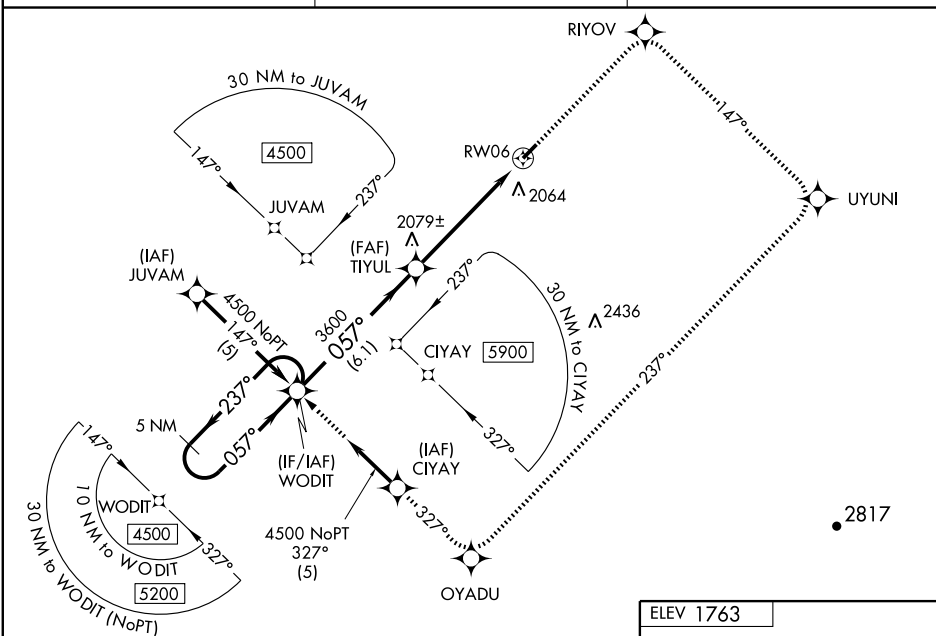
When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and circling visibility Cat B ¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4500 direct RIYOV and right turn via 147° track to UYUNI and right turn via 237° track to OYADU and via 327° track to WODIT and hold.

AWOS-3
119.575

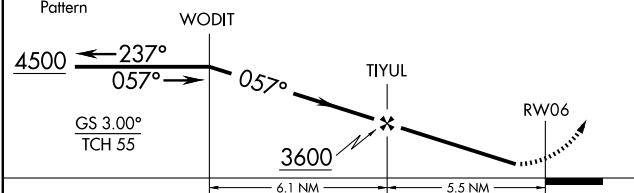
BOSTON CENTER
133.25 279.5

UNICOM
122.8 (CTAF) 1

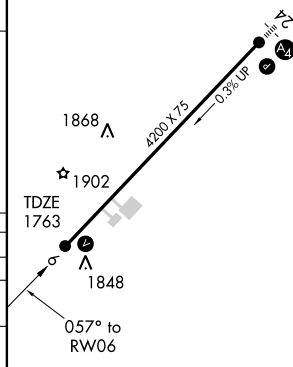


ELEV 1763

5 NM Holding Pattern	4500	RIYOV	147° track	UYUNI	237° track	OYADU	327° track	WODIT
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CATEGORY	A	B	C	D
LPV DA	2075-1	312 (400-1)	NA	NA
LNAV/VNAV DA	2351-2	588 (600-2)	NA	NA
LNAV MDA	2260-1	497 (500-1)	NA	NA
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)	NA	NA



MIRL Rwy 6-24
REIL Rwy 6 and 24 1

WAAS CH 70409 W24A	APP CRS 237°	Rwy Idg 4200 TDZE 1758 Apt Elev 1763
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RNAV (GPS) RWY 24

ONEONTA MUNI (N66)

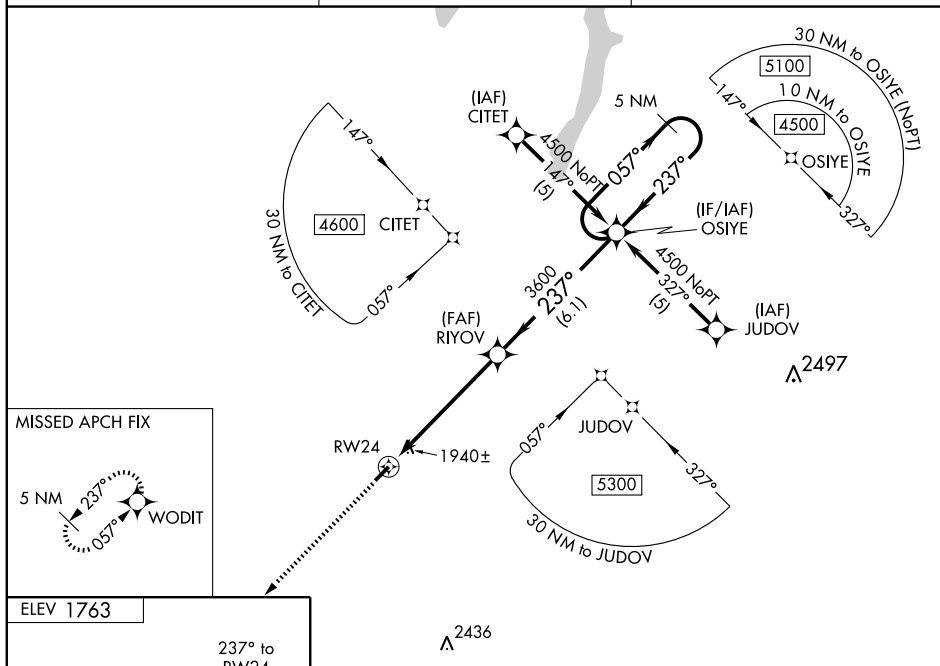
▼ When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile.
▲ NA All Cats, and Circling visibility Cat B ½ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. Inoperative table does not apply. DME/DME RNP-0.3 NA.

MALS



MISSED APPROACH:
Climb to 4500 direct
WODIT and hold.

AWOS-3 119.575	BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF) ①
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MISSED APCH FIX

ELEV 1763

237° to

RW24 1840+

Δ²⁴³⁶

4500	WODIT
	

VGSI and RNAV glidepath not coincident.

OSIYE 5 NM
| Holding Pattern

GS 3.00°
TCH 40

		5.6 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA	2191-1½	433 (500-1½)	NA	
LNAV/ VNAV DA	2258-1¾	500 (500-1¾)	NA	
LNAV MDA	2300-1	542 (600-1)	NA	
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)	NA	

MIRL Rwy 6-24

REIL Rwys 6 and 24 **L**

ONEONTA, NEW YORK

Orig 08269

ONEONTA MUNI (N66)

RNAV (GPS) RWY 24

42°31'N - 75°04'W

NE-2. 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME RKA 112.6 Chan 73	APP CRS 078°	Rwy Idg TDZE Apt Elev	4200 1763 1763
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VOR RWY 6
ONEONTA MUNI (N66)

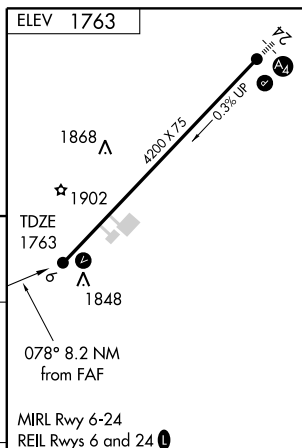
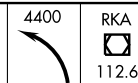
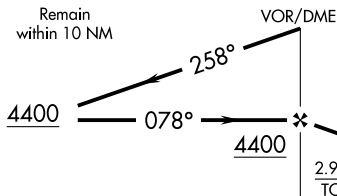
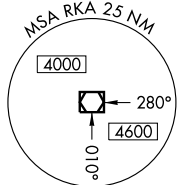
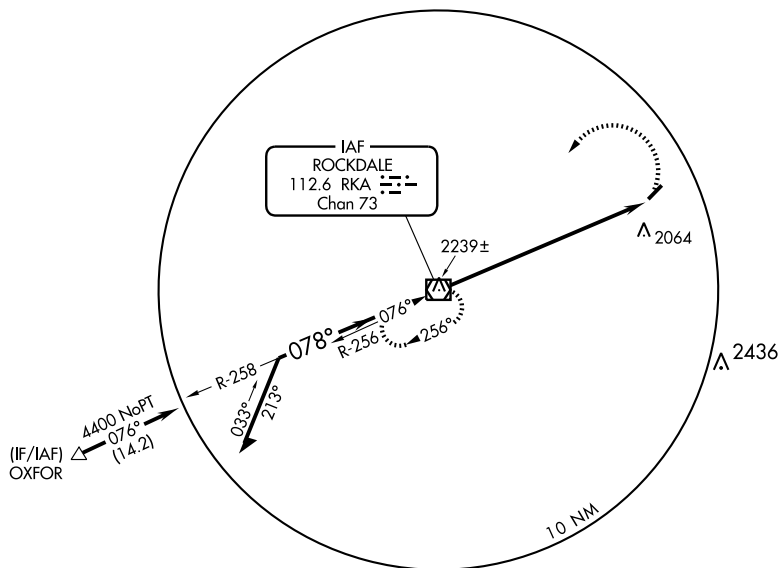
▼ When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet, and S-6 Cat B and Circling visibility Cat B ¼ mile. Visibility reduction by helicopters NA.


MISSED APPROACH:
Climbing left turn to 4000
direct RKA VOR/DME and hold.

AWOS-3
119.575

BOSTON CENTER
133.25 279.5

UNICOM
122.8 (CTAF) 0



					REIL Kwy's 0 and 24					
										
CATEGORY	A	B	C	D	FAF to MAP 8.2 NM					
S-6	2440-1	677 (700-1)	NA		Knots	60	90	120	150	180
CIRCLING	2440-1	677 (700-1)	NA		Min:Sec	8:12	5:28	4:06	3:17	2:44

PENN YAN (PEO) 1 S UTC-5(-4DT) N42°38.23' W77°03.17'

990 B S4 FUEL 100LL JET A OX 2 NOTAM FILE PEO

RWY 01-19: H5500X100 (ASPH-GRVD) S-45, D-60 MIRL 1.3% up S

RWY 01: REIL. PAPI(P2L). RWY 19: REIL. PAPI(P2L).

RWY 10-28: H3561X50 (ASPH) S-12 LIRL 1.6% up E

RWY 10: Thld dspcd 361'. Road.

RWY 28: Thld dspcd 384'. Berm.

AIRPORT REMARKS: Attended Mon-Fri 1200-0500Z, Sat and Sun on call. ACTIVATE MIRL Rwy 01-19—CTAF.

WEATHER DATA SOURCES: ASOS 121.175 (315) 536-4102.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ ELMIRA APP/DEP CON 124.3 (1100-0500Z)

CLEVELAND CENTER APP/DEP CON 127.475 (0500-1100Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.

ITHACA (L) VOR/DME 111.8 ITH Chan 55 N42°29.70'

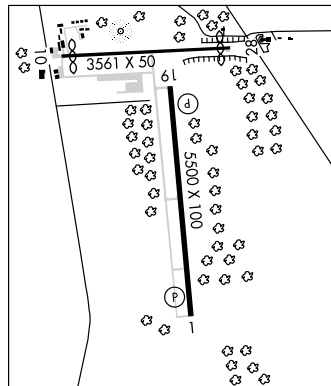
W76°27.60' 298° 27.6 NM to fld. 1102/10W.

NDB (MHW) 260 PYA N42°38.64' W77°03.37' at fld. NOTAM

FILE PEO. Unmonitored.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services

1-888-766-8267.



DETROIT

H-11C, 12I, L-30I, 32F

IAP

PERRY-WARSAW (Ø1G) 3 NW UTC-5(-4DT) N42°44.48' W78°03.13'

1558 B S4 FUEL 100LL TPA-2349(79I) NOTAM FILE BUF

RWY 10-28: H3472X60 (ASPH) MIRL

RWY 10: REIL. Brush.

RWY 28: REIL. Thld dspcd 338'. Tree.

RWY 04-22: 1830X60 (TURF)

AIRPORT REMARKS: Attended irregularly. Fuel avbl 24 hrs self serve and credit card only. First 700 ft Rwy 10 slopes uphill. Rwy 28 200 ft from thld has 8 ft dropoff both sides. Rwy 04 safety area drops off 100' before rwy beginning, at 125' left and right of centerline. Rwy 04-22 soft and wet during Mar-Jun. Rwy 04-22 safety area has variations in surface/depressions. Rwy 22 36' + trees penetrate primary surface on right side 80' past rwy beginning, 120' from centerline. Rwy 04 52' + trees penetrate primary surface on right side 265' past rwy beginning, 108' from centerline. ACTIVATE MIRL Rwy 10-28 and REIL Rws 10 and 28—CTAF. Parallel twy unlgtd. Turf Rwy 04-22 may be unusable during months Oct-May; call 716-237-9938 for condition.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GENESEO (L) VOR/DME 108.2 GEE Chan 19 N42°50.06' W77°43.97' 258° 15.2 NM to fld. 990/09W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

DETROIT

L-30I, 31E, 32F

PHILMONT N42°15.19' W73°43.40' NOTAM FILE BTV.

NDB (MHW) 272 PFH 027° 2.4 NM to Columbia Co.

NEW YORK

L-33B, 34I

PINE HILL (See ALBION)

NDB PYA 260	APP CRS 285°	Rwy Idg TDZE Apt Elev	3177 901 990
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NDB RWY 28
PENN YAN (PEO)

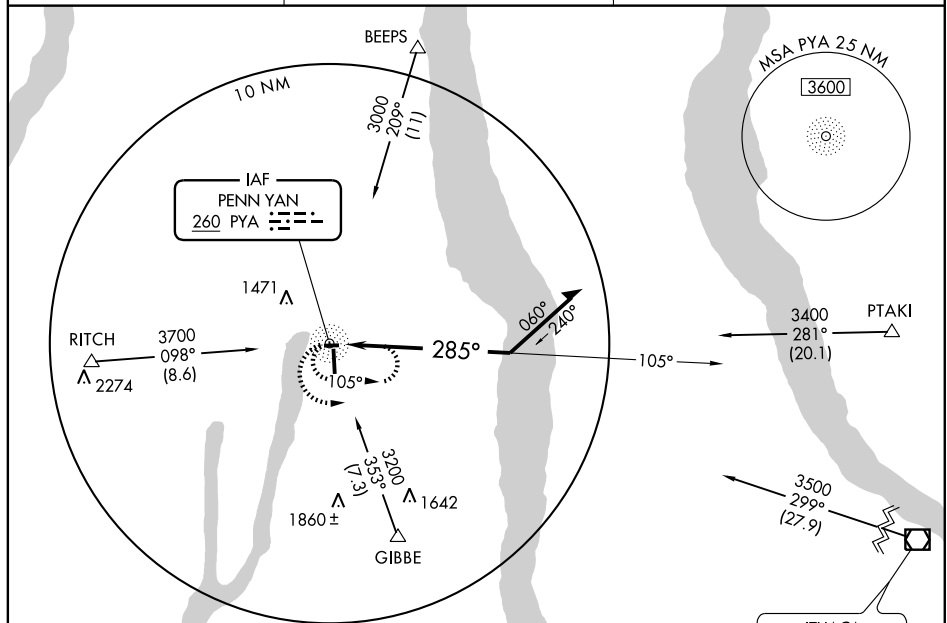


MISSED APPROACH: Climbing left turn to 3000 in PYA NDB holding pattern.

ASOS
121.175

ELMIRA APP CON★
124.3 257.8

UNICOM
123.0 (CTAF) 0



ELEV 990

285° to PYA NDB

0 1.6% UP
0.3561 X 50

Rwy 10 Idg 3200'
Rwy 28 Idg 3177'

61

TDZE 901

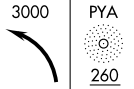
1.3% UP

5500 X 100

1

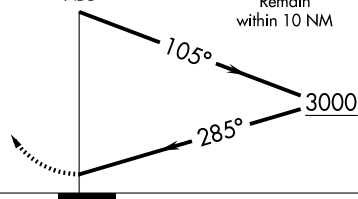
REIL Rws 1 and 19
MIRL Rwy 1-19
URL Rwy 10-28

Knots	60	90	120	150	180
Min:Sec					



NDB

Remain within 10 NM



CATEGORY	A	B	C	D
S-28	1600-1 699 (700-1)		1600-2 699 (700-2)	1600-2 ¼ 699 (700-2 ¼)
CIRCLING	1600-1 610 (700-1)		1680-2 690 (700-2)	1780-2 ½ 790 (800-2 ½)

WAAS CH 99507 W01A	APP CRS 009°	Rwy Idg 5500 TDZE 990 Apt Elev 990
--	------------------------	---

RNAV (GPS) RWY 1

PENN YAN (PEO)

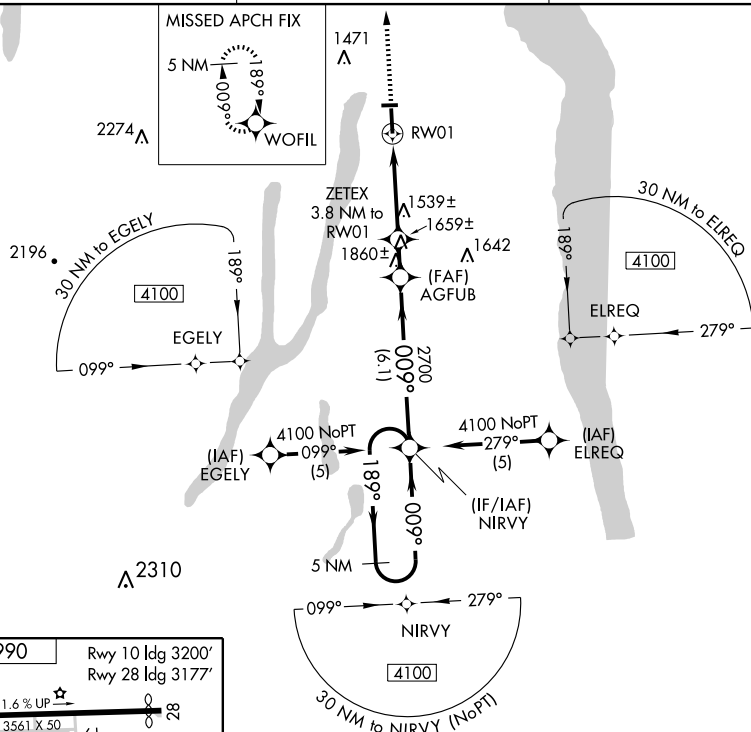
- T** When local altimeter setting not received, use Elmira altimeter setting and increase
A LPV DA 73 feet, all MDA 80 feet, LPV all Cats visibility $\frac{1}{4}$ mile, LNAV and Circling
 Cat A visibility $\frac{1}{4}$ mile, and LNAV and Circling Cats C and D visibility $\frac{1}{2}$ mile.
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct WOFIL and hold, continue climb in hold to 4000.

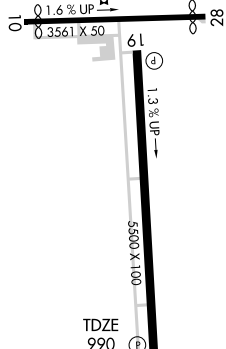
ASOS
121.175

ELMIRA APP CON★
124.3 257.8

UNICOM
123.0 (CTAF) **L**



ELEV 990	Rwy 10 ldg 3200'
	Rwy 28 ldg 3177'



REIL Rwy 1 and 19
MIRL Rwy 1-19 **L**
LIRL Rwy 10-28

PENN YAN, NEW YORK

Amdt 3 08213

42°38'N - 77°03'W

PENN YAN (PEO)

RNAV (GPS) RWY 1

NE-2. 21 OCT 2010 to 18 NOV 2010

APP CRS 189°	Rwy ldg TDZE Apt Elev	5500 968 990
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RNAV (GPS) RWY 19

PENN YAN (PEO)



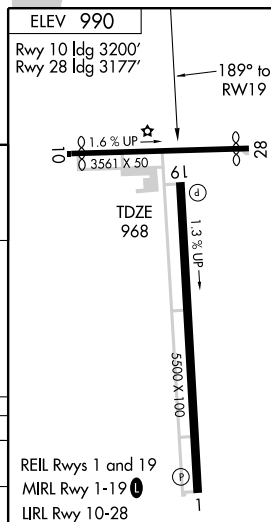
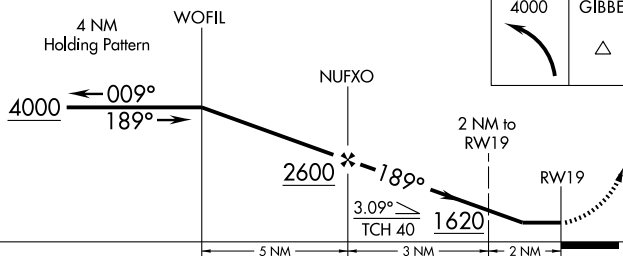
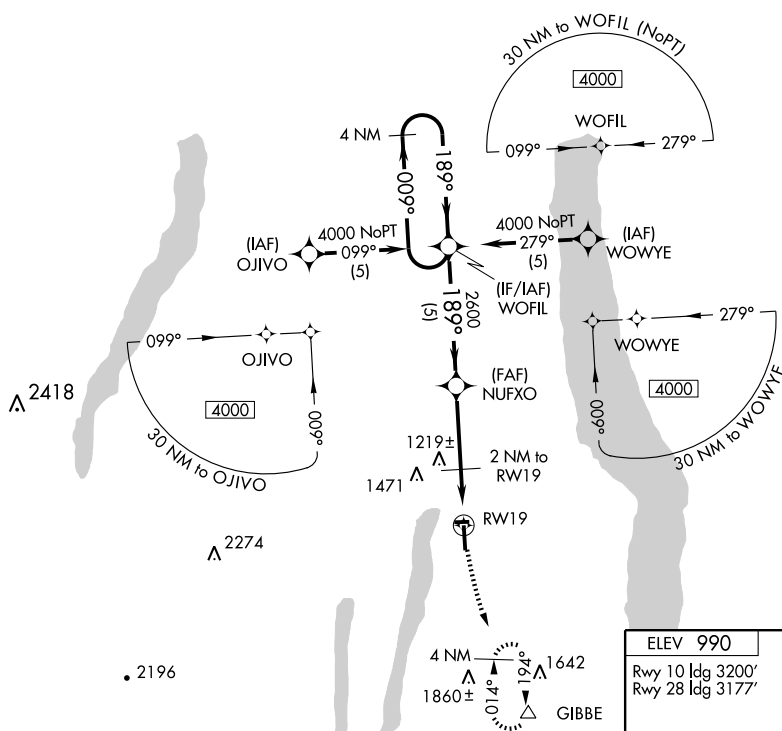
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn
to 4000 direct GIBBE WP and hold.

ASOS
121.175

ELMIRA APP CON ★
124.3 257.8

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
RNAV MDA	1400-1	432 (500-1)	1400-1½ 432 (500-1½)	1400-1½ 432 (500-1½)
CIRCLING	1480-1 490 (500-1)	1600-1 610 (700-1)	1680-2 690 (700-2)	1780-2½ 790 (800-2½)

REIL Rws 1 and 19
MIRL Rwy 1-19 0
LIRL Rwy 10-28

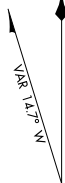
AIRPORT DIAGRAM

AL-729 (FAA)

PLATTSBURGH INTL (PBG)
PLATTSBURGH, NEW YORKASOS
132.225
CTAF/UNICOM
122.7

D

TERMINAL

FIELD
ELEV
234172.2°
0.8% DOWNJANUARY 2010
ANNUAL RATE OF CHANGE
0.1° E

11758 X 200

CARGO RAMP

FIRE STATION

FBO

GA RAMP

HANGARS

RWY 17-35

S-119, D-174, 2S-175, 2D-510,
2D/2D2-780

CR

ELEV
159

0.5% UP

352.2°

35

73°29.0'N

73°28.0'N

73°27.0'N

44°38.0'N

AIRPORT DIAGRAM

PLATTSBURGH, NEW YORK
PLATTSBURGH INTL (PBG)

NE-2, 21 OCT 2010 to 18 NOV 2010

PISECO (K09) 1 N UTC-5(-4DT) N43°27.20' W74°31.06'

NEW YORK

1703 **FUEL** 100LL NOTAM FILE BUF

L-326

RWY 04-22: H3015X60 (ASPH) S-8 MIRL

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 45'. Rgt tfc. Road.

RWY 22: REIL. PAPI(P2R). Trees.

AIRPORT REMARKS: Attended May-Oct, Fri-Sun 1400-2200Z. Airport unattended Nov-Apr. Large birds, deer, bears occasionally invof rwy during summer months. Expect turbulence and downdrafts during periods of strong crosswinds. Area not maintained for ski equipped acft. Rwy 04-22 may be unusable due to snow accumulation Nov-Apr. Check NOTAMS or call 518-548-3415/6459/8794 for airfield conditions. Acft departing Rwy 22 are requested to maintain rwy heading until past Island checkpoint, prior to making left turn. Acft arriving maintain rgt downwind heading until past Island checkpoint. ACTIVATE MIRL Rwy 04-22, REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22 and helipad perimeter lgts—CTAF. Rwy lgts (electric eye over-ride).

COMMUNICATIONS: CTAF/UNICOM 122.8

UTICA RCO 122.65 122.2 122.1R 111.2T (BUFFALO RADIO)

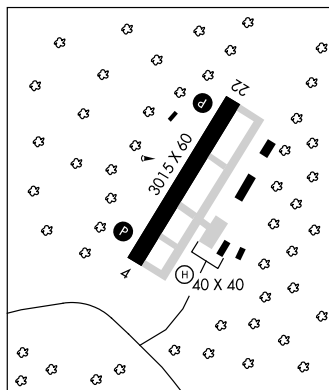
RADIO AIDS TO NAVIGATION: NOTAM FILE UCA.

UTICA (L) VORTAC 111.2 UCA Chan 49 N43°01.59'

W75°09.87' O60° 38.2 NM to fld. 1420/12W.

COMM/NAV/WEATHER REMARKS: Clncl del thru Flight Services 1-888-766-8267.

• • • • •
HELIPAD H1: H40X40 (ASPH)
HELIPAD H1: LDIN.
HELIPORT REMARKS: Helipad H1 perimeter lgts



PLATEAU SKY RANCH (See EDINBURG)

PLATTSBURGH N44°41.10' W73°31.36' NOTAM FILE PBG.

MONTREAL

(H) VORTAC 116.9 PLB Chan 116 at Clinton Co. 343/15W.

H-11C, 12K, L-326

VOR portion unusable:

261°-024° blo 6000'

DME unusable:

261°-024° byd 33 NM blo 7000'

RCO 122.1R 116.9T (BURLINGTON RADIO)

PLATTSBURGH INTL (PBG) 3 S UTC-5(-4DT) N44°39.06' W73°28.09'

MONTREAL

234 B S1 **FUEL** 100LL, JET A TPA-2034(1800) ARFF Index—See Remarks

H-11C, 12K, L-326

NOTAM FILE PBG

IAP, AD

RWY 17-35: H11758X200 (CONC-GRVD) S-119, D-174, 2S-175, 2D-510, 2D/2D2-780 HIRL

RWY 17: ALSF1. REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree. Rgt tfc. 0.8% down.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 55'. Tree. 0.5% up.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA-11758 TODA-11758 ASDA-11758 LDA-11758

RWY 35: TORA-11758 TODA-11758 ASDA-11758 LDA-11758

AIRPORT REMARKS: Attended 1030-0230Z. fld/rwy condition not avbl during unattended periods. During periods of snow removal ops Nov 1-May 1 acft ctc 122.7 or 518-565-4015/4016 15 min prior to ldg. Class I, ARFF Index B PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats. Call arpt manager at 518-565-4794. ARFF index D coverage avbl upon request, ctc arpt manager. Acft arriving or departing PBG must announce intentions on CTAF. Expect downdrafts and turbulence during periods of strong cross winds. Rwy 17 sequence flashing lgts OTS indef. ACTIVATE HIRL Rwy 17-35, ALSF1 Rwy 17, MALSR Rwy 35 REIL Rwy 17, and twy lgts—CTAF. Landing fee. No landing fee for government acft.

WEATHER DATA SOURCES: ASOS 132.225 (518) 324-5539.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **BURLINGTON APP/DEP CON** 121.1 (1045-0500Z) **CLNC DEL** 121.85

Ⓡ **BOSTON CENTER APP/DEP CON** 120.35 (0500-1045Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE PBG.

(H) VORTAC 116.9 PLB Chan 116 N44°41.10' W73°31.36' 146° 3.1 NM to fld. 343/15W.

ILS/DME 109.7 I-FQV Chan 34 Rwy 35. Class IE.

PLAZZ N42°52.43' W78°48.99' NOTAM FILE BUF.

DETROIT

NDB (LOM) 204 GB 052°5.5 NM to Buffalo Niagara Intl.

L-31E

VORTAC PLB 116.9 Chan 116	APCH CRS 332°	Rwy ldg 11,759 TDZE 177 Arpt Elev 235
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JAL-729 [USAF]

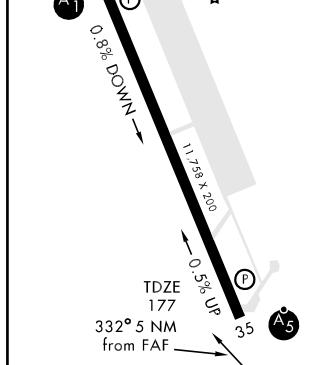
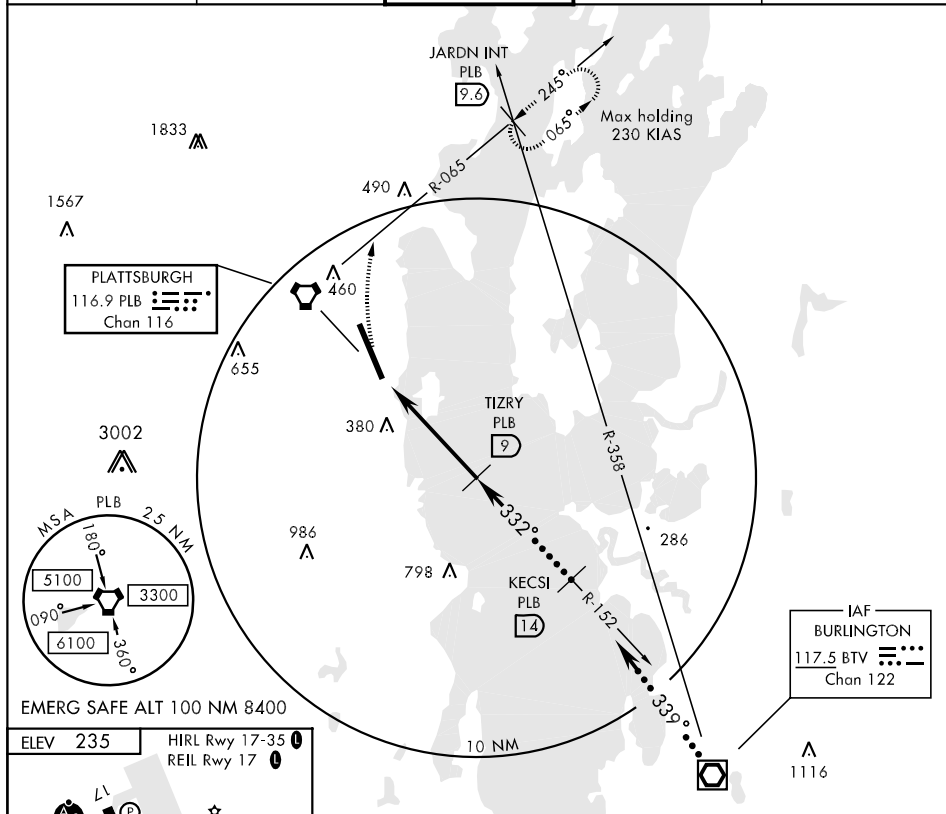
PLATTSBURGH INTL (PBG)

Use Clinton County altimeter setting.



MISSED APPROACH: Climbing right turn to 3000
via heading 360° and PLB R-065 to JARDN INT/
PLB 9.6 DME and hold, hold NE, LT, 245° inbound.

BURLINGTON ★ APP CON 121.1 278.8	CLINTON COUNTY ASOS 132.225	UNICOM 122.7 [CTAF]	CLNC DEL 121.85	122.975 0
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PLATTSBURGH, NEW YORK

44°39'N-73°28'W

PLATTSBURGH INTL (PBG)

Orig-A 08241

LOC/DME I-FQV 109.7 Chan 34	APP CRS 352°	Rwy Idg TDZE 177 Apt Elev 234	11758
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ILS or LOC/DME RWY 35

PLATTSBURGH INTL (PBG)

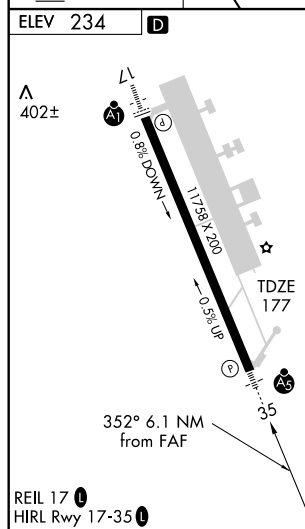
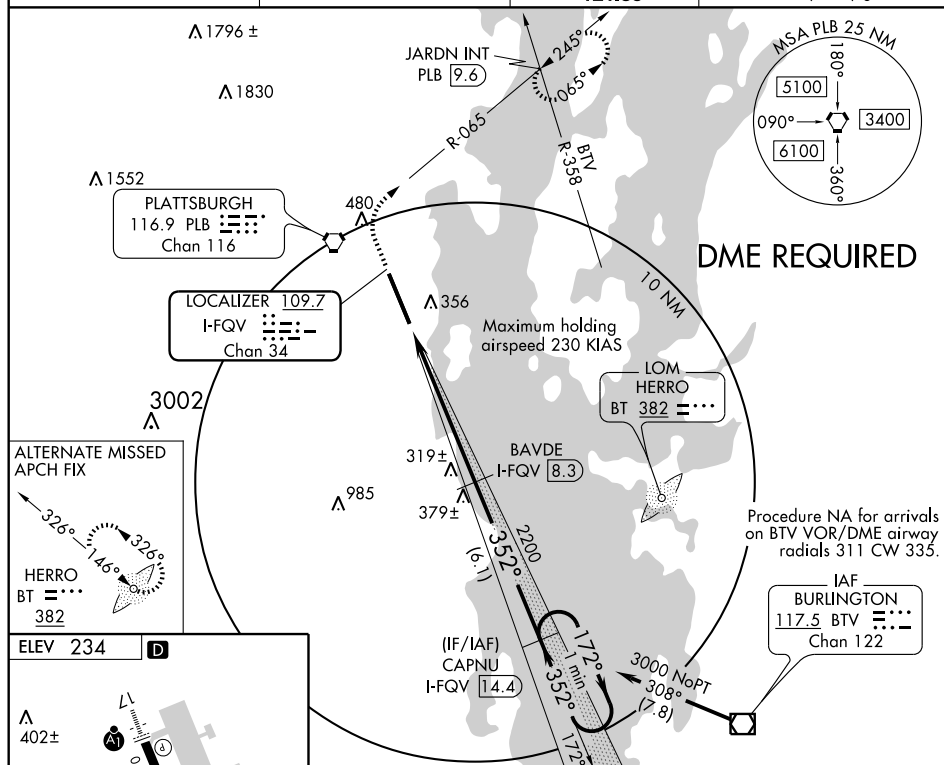
When local altimeter setting not received, use Burlington Intl altimeter setting and increase DA to 431, increase all MDAs 60 feet.
VDP NA when using Burlington Intl altimeter setting.
When MALSR inoperative, increase visibility S-ILS 35 Cat E ¼ mile and S-LOC 35 Cat E ½ mile.

MALSR



MISSED APPROACH: Climb to 700, then climbing right turn to 3000 via heading 023° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold, continue climb-in-hold to 3000.

ASOS 132.225	BURLINGTON APP CON★ 121.1 278.8	CLNC DEL 121.85	UNICOM 122.7 (CTAF) 0
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700	3000	JARDN INT PLB 9.6	BAVDE I-FQV 8.3	CAPNU I-FQV 14.4	One Minute Holding Pattern
HDG 023° PLB R-065 116.9					
I-FQV 2.1	I-FQV 3.4				
1.3	4.9	6.1 NM			
CATEGORY	A	B	C	D	E
S-ILS 35	377-½ 200 (200-½)				
S-LOC 35	580-½	403 (400-½)	580-¾	403 (400-¾)	580-1 403 (400-1)
CIRCLING	680-1 446 (500-1)	720-1 486 (500-1)	720-1½ 486 (500-1½)	800-2 566 (600-2)	980-2¾ 746 (800-2¾)

PLATTSBURGH, NEW YORK

Orig-A 10210

44°39'N - 73°28'W

PLATTSBURGH INTL (PBG)

ILS or LOC/DME RWY 35

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40402 W17A	APP CRS 172°	Rwy Idg 11758 TDZE 234 Apt Elev 234
--	------------------------	--

RNAV (GPS) RWY 17

PLATTSBURGH INTL (PBG)

T	When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 615, LNAV/VNAV DA to 794, and all MDAs 60 feet.
A NA	VDP NA when using Burlington Intl altimeter setting. For inoperative ALSF, increase LPV all cats and LNAV Cats A/B visibilities $\frac{1}{4}$ mile, and LNAV/VNAV and LNAV Cat E visibilities $\frac{1}{2}$ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA.
W	Visibility reduction by helicopters NA.

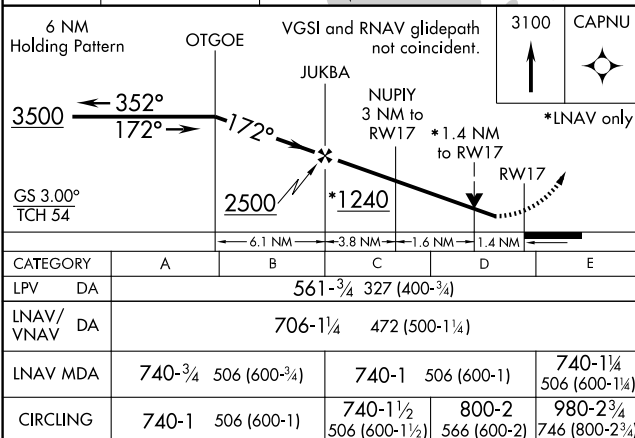
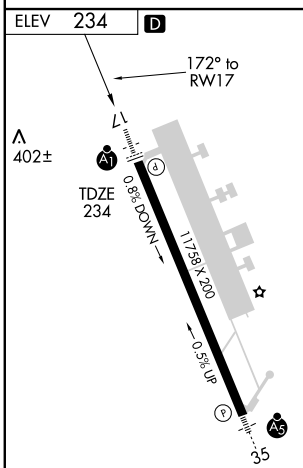
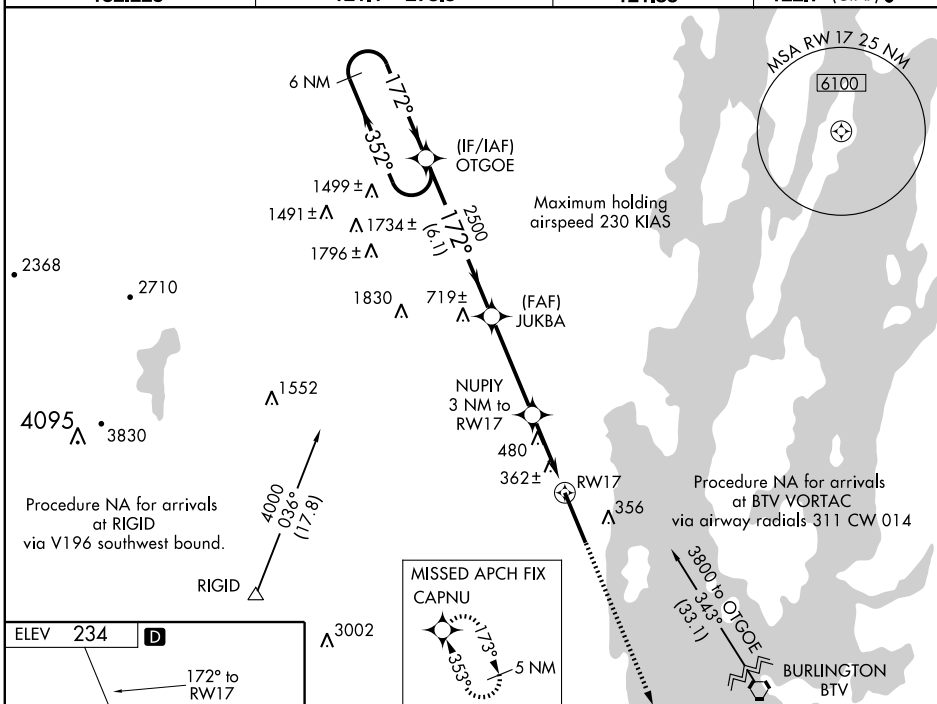
ALSF-1



MISSED APPROACH:
Climb to 3100 direct
CAPNU and hold.

ASOS
132.225

BURLINGTON APP CON★
121.1 278.8

CLNC DEL
121.85UNICOM
122.7 (CTAF) **L**

PLATTSBURGH, NEW YORK

Amdt 1A 10210

PLATTSBURGH INTL (PBG)

44°39'N - 73°28'W

RNAV (GPS) RWY 17

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

WAAS CH 78003 W35A	APP CRS 353°	Rwy Idg 11758 TDZE 177 Apt Elev 234
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RNAV (GPS) RWY 35

PLATTSBURGH INTL (PBG)

When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 481, LNAV/VNAV DA to 591, and all MDAs 60 feet. VDP NA when using Burlington Intl altimeter setting. For inoperative MALS, increase LPV all Cats and LNAV/VNAV and LNAV Cat E visibilities ½ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA.

MALS



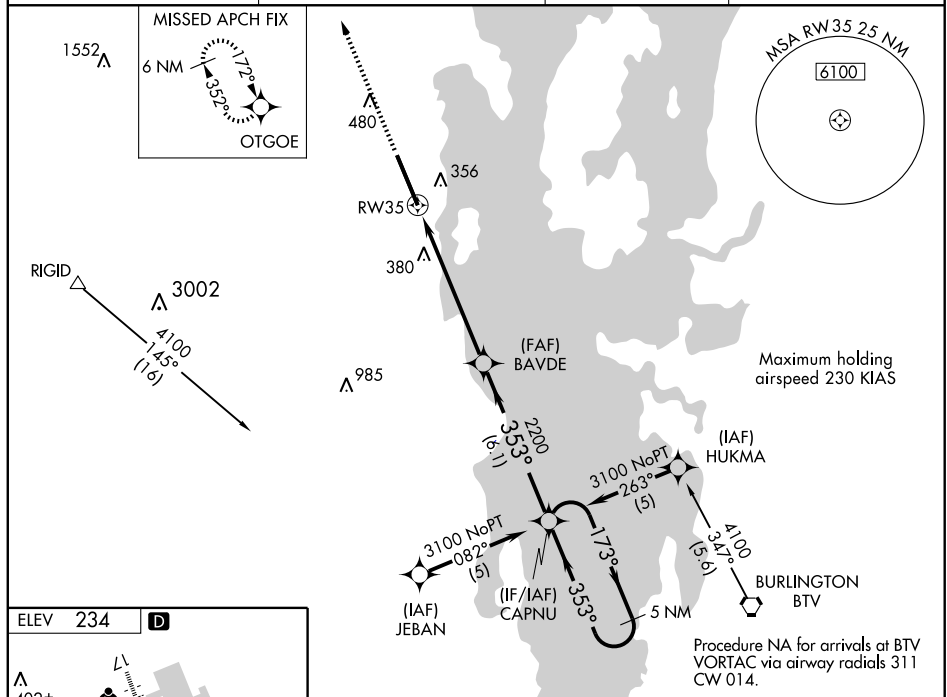
MISSED APPROACH:
Climb to 3500 direct
OTGOE and hold.

ASOS
132.225

BURLINGTON APP CON ★
121.1 278.8

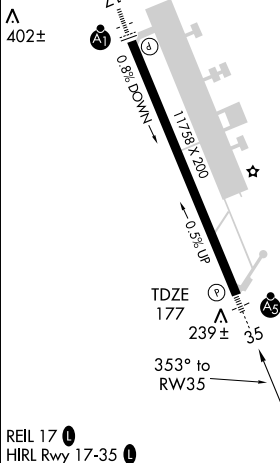
CLNC DEL
121.85

UNICOM
122.7 (CTAF) 0



ELEV 234

D



3500	OTGOE					
		* 1.7 NM to RW35		CAPNU 5 NM Holding Pattern		
		* LNAV only		173° → 3100		
		2200		← 353°		
		1.7		GS 3.00°		
		4.4 NM		TCH 55		
		6.1 NM				
CATEGORY	A	B	C	D	E	
LPV DA	427-½ 250 (200-½)					
LNAV/VNAV DA	537-¾ 360 (400-¾)					
LNAV MDA	700-½ 523 (500-½)	700-1 523 (500-1)	700-1½ 523 (500-1½)	800-2 566 (600-2)	980-2¾ 746 (800-2¾)	
CIRCLING	700-1 466 (500-1)	720-1 486 (500-1)	720-1½ 486 (500-1½)	800-2 566 (600-2)	980-2¾ 746 (800-2¾)	

PLATTSBURGH, NEW YORK
Amdt 1A 10210

44°39'N - 73°28'W

PLATTSBURGH INTL (PBG)

RNAV (GPS) RWY 35

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC PLB
116.9
Chan **116**

APP CRS
332°

Rwy Idg TDZE
11758
Apt Elev
235

VOR/DME RWY 35
PLATTSBURGH INTL (PBG)

When local altimeter setting not received, use Burlington Intl altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.

MALSR
A5

MISSED APPROACH: Climbing right turn to 3000 via heading 360° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold.

ASOS
132.225

BURLINGTON APP CON ★
121.1 278.8

CLNC DEL
121.85

UNICOM
122.7 (CTAF) 0

1491±
△ 1734±
△ 1796±
△ 1830

△ 1552

PLATTSBURGH
116.9 PLB
Chan 116

△ 3002

△ 985

JARDN INT
PLB 9.6

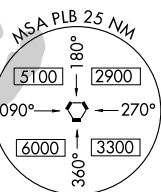
△ 480

△ 356

△ 380

TIZRY
PLB 9

KECSI
PLB 14

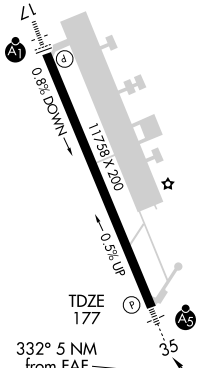


IAF
BURLINGTON
117.5 BTW
Chan 122

ELEV **235**

D

△ 402±



REIL 17 0
HIRL Rwy 17-35 0

3000
HDG 360°
PLB R-065
116.9

VGSI and descent angles
not coincident.

KECSI
PLB 14

PLB 4

TIZRY
PLB 9

1800

2600

Procedure
Turn NA

CATEGORY	A	B	C	D
S-35	640-1	463 (500-1)	640-1¼ 463 (500-1¼)	640-1½ 463 (500-1½)
CIRCLING	700-1	465 (500-1)	720-1½ 485 (500-1½)	800-2 565 (600-2)

PORT WASHINGTON**SANDS POINT SPB** (7N3) 2 NW UTC-5(-4DT) N40°50.26' W73°42.97'**NEW YORK**

00 NOTAM FILE ISP

COPTER**WATERWAY 01-19:** 6000X300 (WATER)**WATERWAY 12-30:** 6000X300 (WATER)**SEAPLANE REMARKS:** Attended 1330Z†-dusk. Numerous +60' sailboats and masts.**COMMUNICATIONS:** CTAF 122.9**POTSDAM MUNI (DAMON FLD)** (PTD) 2 E UTC-5(-4DT) N44°40.60' W74°56.91'**MONTREAL**474 B S4 **FUEL** 100LL TPA-1274(800) NOTAM FILE PTD**L-32G****RWY 06-24:** H3705X60 (ASPH) S-30 MIRL**IAP****RWY 06:** REIL. PAPI(P2L)-GA 3.0° TCH 45'. Tree.**RWY 24:** REIL. PAPI(P2L)-GA 3.0° TCH 45'. Tree.**AIRPORT REMARKS:** Unattended. Fuel 24 hr self-serve. Rwy condition not monitored, recommend visual inspection prior to use. Deer on and invof arpt. Expect flt training ops invof arpt. Noise abatement procedures in effect, call arpt manager for details at 315-268-1000. ACTIVATE MIRL Rwy 06-24; REIL Rwy 06 and 24; PAPI Rwy 06 and 24, and twy lgts-CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.325 (315) 265-6106.**COMMUNICATIONS:** CTAF/UNICOM 122.8**BOSTON CENTER APP/DEP CON** 135.25**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSS.**MASSENA (H) VORTACW** 114.1 MSS Chan 88 N44°54.87' W74°43.36' 228° 17.2 NM to fld. 200/14W.**HIWAS.****NDB (MHW)** 400 PTD N44°43.40' W74°52.96' 239° 4 NM to fld. NOTAM FILE BTW.**POUGHKEEPSIE** N41°37.60' W73°53.03'**NEW YORK****RCO** 122.2 122.4 (NEW YORK RADIO)**L-33B, 34I**

NDB PTD 400	APP CRS 235°	Rwy Idg TDZE Apt Elev	3705 474 474
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NDB RWY 24

POTSDAM MUNI (DAMON FIELD) (PTD)

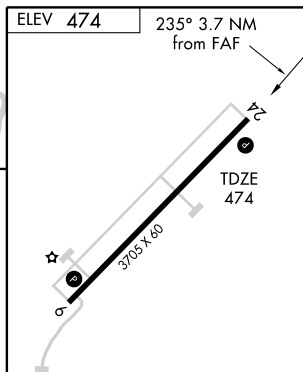
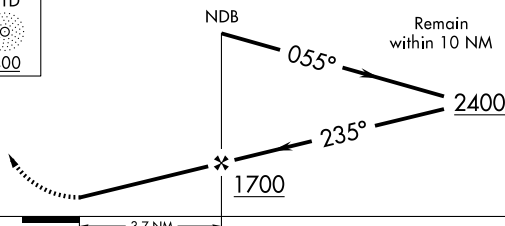
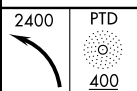
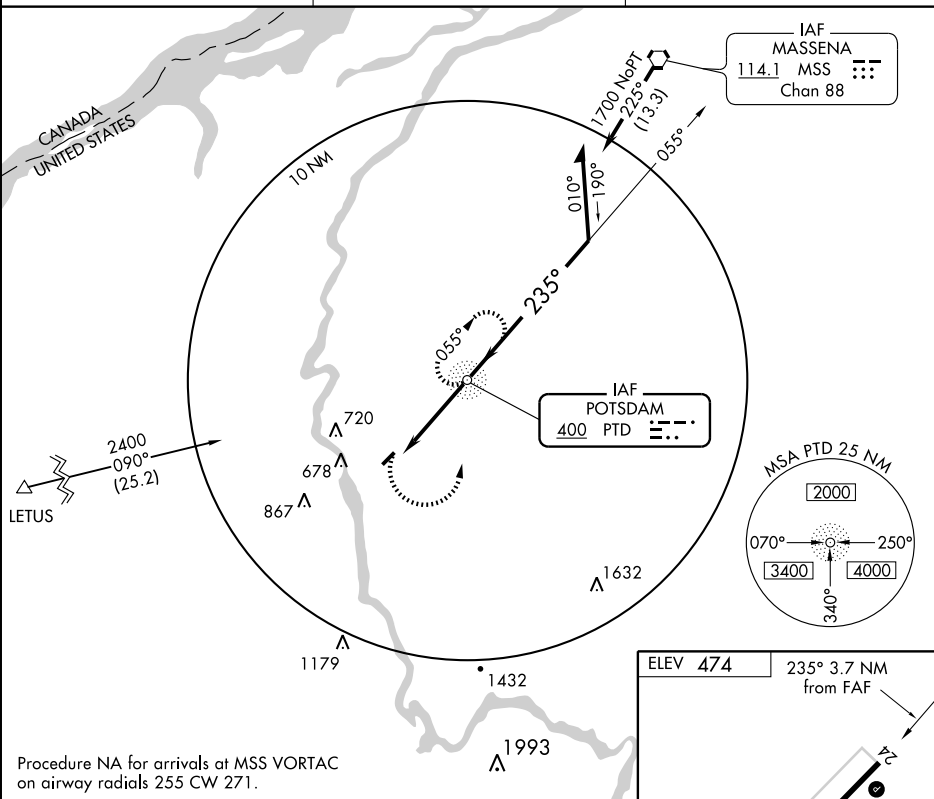
NA If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2400 direct PTD NDB and hold.

AWOS-3
118.325

BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-24	920-1 446 (500-1)		920-1 ¼ 446 (500-1 ¼)	NA
CIRCLING	920-1 446 (500-1)	1040-1 566 (600-1)	1040-1 ½ 566 (600-1 ½)	NA

REIL Rwy 6 and 24 0

MIRL Rwy 6-24 0

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

APP CRS **238°**
Rwy Idg **3705**
TDZE **474**
Apt Elev **474**

RNAV (GPS) RWY 24

POTSDAM MUNI (DAMON FIELD) (PTD)

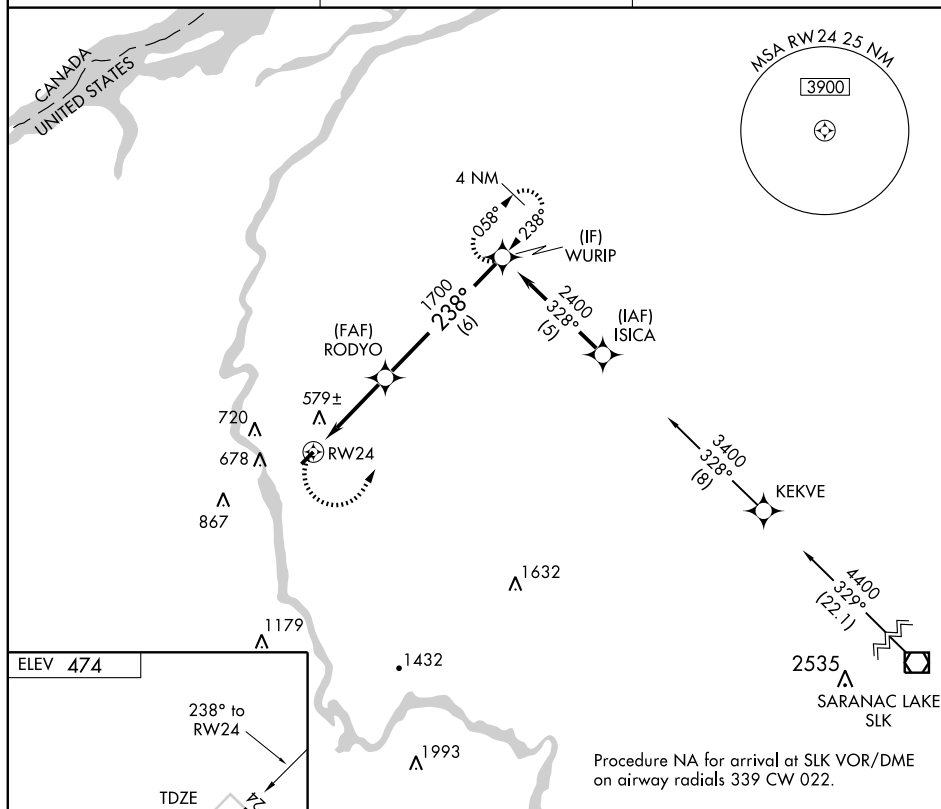
V GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Δ NA If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2400 direct WURIP and hold.

AWOS-3
118.325

BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF) 0



ELEV 474

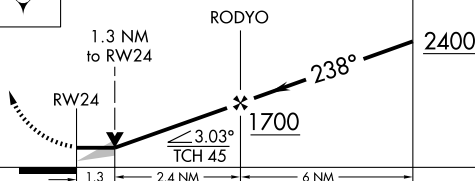
238° to RW24

TDZE 474



VDP NA when using Massena Intl-Richards Field altimeter setting.

WURIP



REIL Rwy 6 and 24 **0**
MIRL Rwy 6-24 **0**

POTSDAM, NEW YORK
Orig 09295

POTSDAM MUNI (DAMON FIELD) (PTD)
RNAV (GPS) RWY 24

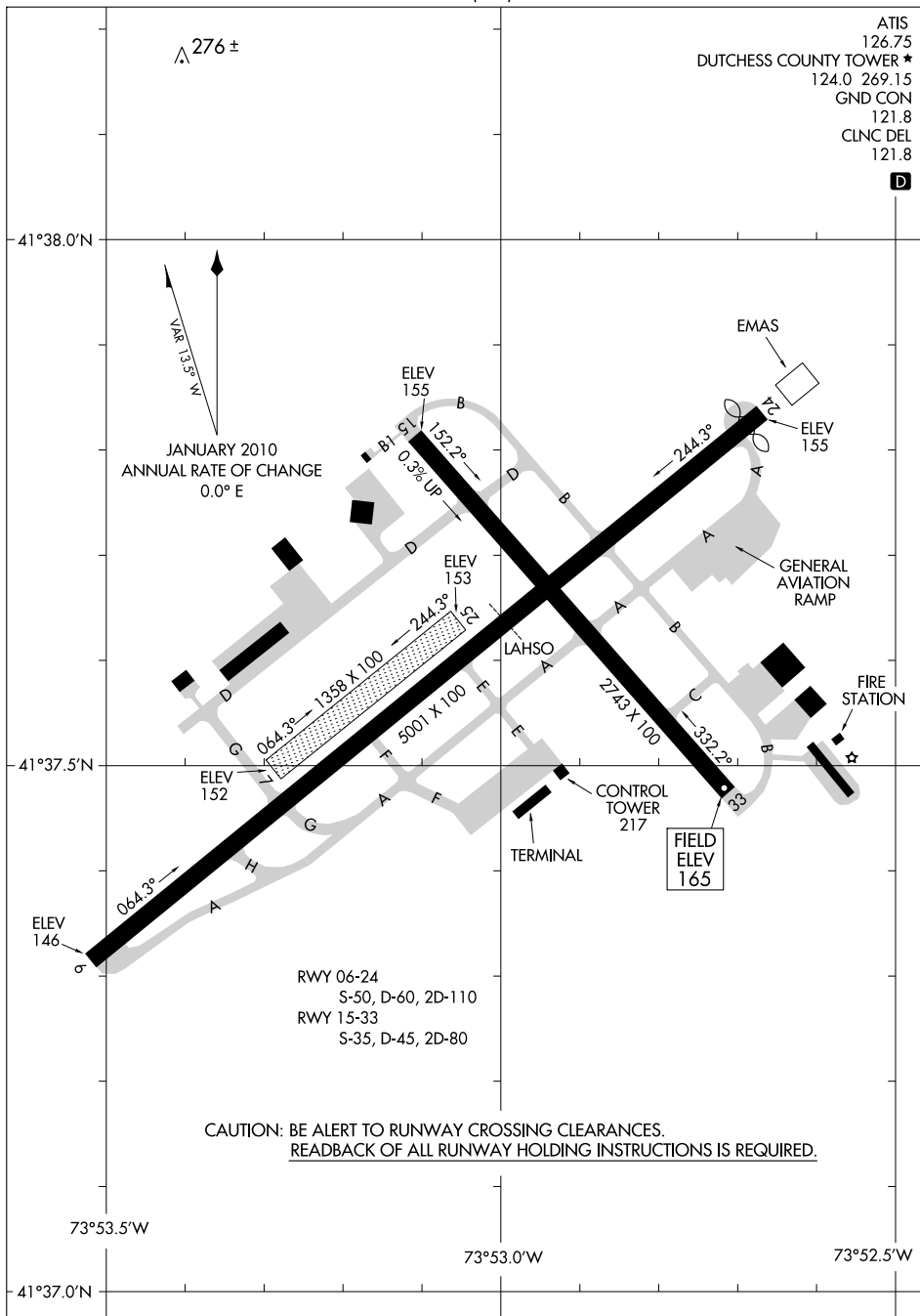
44°41'N - 74°57'W

AIRPORT DIAGRAM

AL-286 (FAA)

POUGHKEEPSIE/DUTCHESS COUNTY (POU)
POUGHKEEPSIE, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

POUGHKEEPSIE, NEW YORK
POUGHKEEPSIE/DUTCHESS COUNTY (POU)

POUGHKEEPSIE**DUTCHESS CO**

(POU) 4 S UTC-5(-4DT) N41°37.59' W73°53.05'

NEW YORK

165 B S4 FUEL 100LL, JET A TPA—See Remarks ARFF Index—See Remarks.

H-101, 121, L-33B, 341

NOTAM FILE POU

IAP, AD

RWY 06-24: H5001X100 (ASPH-GRVD) S-50, D-60, 2D-110 HIRL

RWY 06: MALSR. PAPI(P4L)—GA 3.00° TCH 57. Tree.

RWY 24: REIL. PAPI(P4L)—GA 3.25° TCH 57. Thld dspcd 113'. Tree.

RWY 15-33: H2743X100 (ASPH-CONC) S-35, D-45, 2D-80 MIRL
0.3% up SE

RWY 15: Trees.

RWY 33: REIL. VASI(V4L)—GA 3.75° TCH 64'. Trees.

RWY 07-25: 1358X100 (TURF-DIRT)

RWY 25: Antenna.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	15-33	3150

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-5001 TODA-5001 ASDA-5001 LDA-5001

RWY 07: TORA-1358 TODA-1358 ASDA-1358 LDA-1358

RWY 15: TORA-2743 TODA-2743 ASDA-2743 LDA-2743

RWY 24: TORA-5001 TODA-5001 ASDA-5001 LDA-4888

RWY 25: TORA-1358 TODA-1358 ASDA-1358 LDA-1358

RWY 33: TORA-2743 TODA-2743 ASDA-2743 LDA-2743

ARRESTING GEAR/SYSTEM

RWY 06: EMAS

AIRPORT REMARKS: Attended 1200-0230Z†. For after hrs fuel svcs, ctc business office during business hrs at 845-463-6000. Rwy 15-33 CLOSED to air carrier acft. Rwy 07-25 CLOSED ngts and during instrument meteorological conditions and from Nov 1-Apr 15. Rwy 07-25 restricted to acft less than 12,500 lbs. Deer and birds on and in/ov arpt. No touch and go ldg and no practice instrument apch for acft over 12,500 lbs between 0400-1200Z†. 50 ft drop 100 ft from Rwy 06 thld. Noise abatement procedures in effect. TPA-1199(1034) small acft 1999(1834) large acft. Rwy 33 use of VASI restricted to category A acft only. Class IV, ARFF Index A. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 845-463-6000. Index B coverage is provided. Twy B-1, "G" T-hanger taxilane, and "J" T-hanger taxilane clsd to air carrier acft. Ground soft in tie down areas. Rwy 07 edges marked with reflectors. When twr clsd ACTIVATE HIRL Rwy 06-24, REILS Rwy 24, MALSR Rwy 06—CTAF. Ldg fee for multi-engine acft.

WEATHER DATA SOURCES: ASOS 126.75 (845) 462-0648. LAWR5**COMMUNICATIONS:** CTAF 124.0 ATIS 126.75 UNICOM 122.95

POUGHKEEPSIE RCO 122.2 122.4 (NEW YORK RADIO)

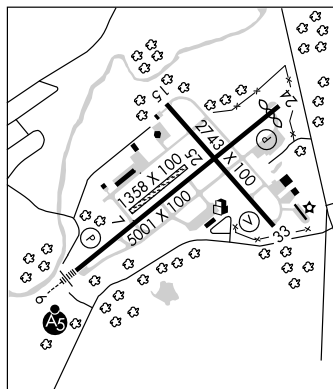
Ⓡ NEW YORK APP/DEP CON 132.75

TOWER 124.0 (15 May-14 Sep 1200-0300Z†, 15 Sep-14 May 1200-0200Z†) GND CON 121.8 CLNC DEL 121.8

AIRSPACE: CLASS D svc 15 May-14 Sep 1200-0300Z†, 15 Sep-14 May 1200-0200Z†, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93' W73°49.33' 242° 3.6 NM to fld. 580/12W.
HIWAS.

ILS 111.3 I-POU Rwy 06. Class IT. LOC/GS unmonitored Sep 15-May 14 0200-1200Z† and May 15-Sep 14 0300-1200Z†.

**PRATT'S EASTERN DIVIDE** (See SHERMAN)**QUAKER STREET**

KNOX (N65) 1SE UTC-5(-4DT) N42°43.77' W74°09.84'

NEW YORK

1130 S4 TPA-1930(800) NOTAM FILE BTW

RWY 09-27: 2750X60 (TURF)

RWY 09: Tree. RWY 27: Trees. Rgt tfc.

AIRPORT REMARKS: Attended irregularly. For svcs call 518-895-8140. Phone 518-895-8140 for fld conditions.

Parachute Jumping. Rwy 27 has 400' by 26' mowed overrun/runup area at slight angle to rwy centerline. Rwy 27 thld unmarked.

COMMUNICATIONS: CTAF 122.9**RANDALL** (See MIDDLETOWN)

DUTCHESS FOUR DEPARTURE

SL-286 (FAA)

POUGHKEEPSIE/ DUTCHESS COUNTY (POU)

POUGHKEEPSIE, NEW YORK

ATIS 126.75

GND CON

121.8

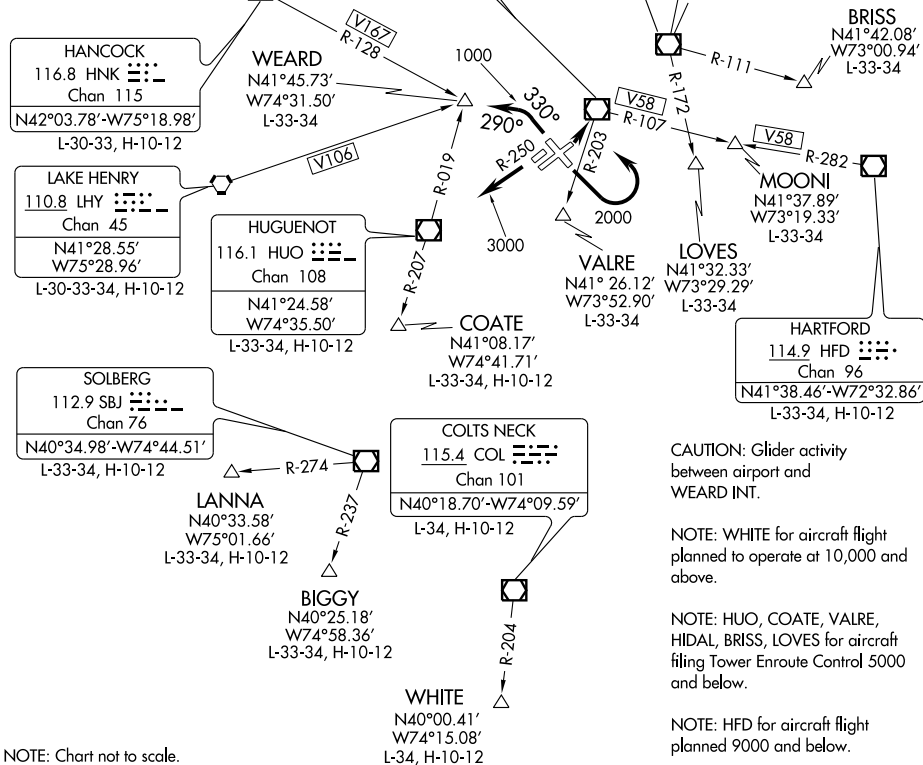
DUTCHESS COUNTY TOWER *

124.0 (CTAF) 269.15

NEW YORK DEP CON

132.75 363.1

ASOS 126.75



CAUTION: Glider activity between airport and WEARD INT.

NOTE: WHITE for aircraft flight planned to operate at 10,000 and above.

NOTE: HUO, COATE, VALRE, HIDAL, BRISS, LOVES for aircraft filing Tower Enroute Control 5000 and below.

NOTE: HFD for aircraft flight planned 9000 and below.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb direct to IGN VOR/DME, maintain 3000'. Thence. . .

TAKE-OFF RUNWAY 15: Climb on runway heading, leaving 2000', turn left direct

IGN VOR/DME, maintain 3000'. Thence. . .

TAKE-OFF RUNWAY 24: Climb on IGN VOR/DME R-250, maintain 3000'. Thence. . .

TAKE-OFF RUNWAY 33: Climb on heading 330°, leaving 1000' turn left heading

290°, maintain 3000'. Thence. . .

. . . Via vectors to assigned Route/Fix/NAVAID. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost for two minutes after departing, proceed on course and climb to 5000 feet. Ten minutes after departure, climb to requested altitude/flight level.

HUDSON ONE ARRIVAL

NEW YORK APP CON

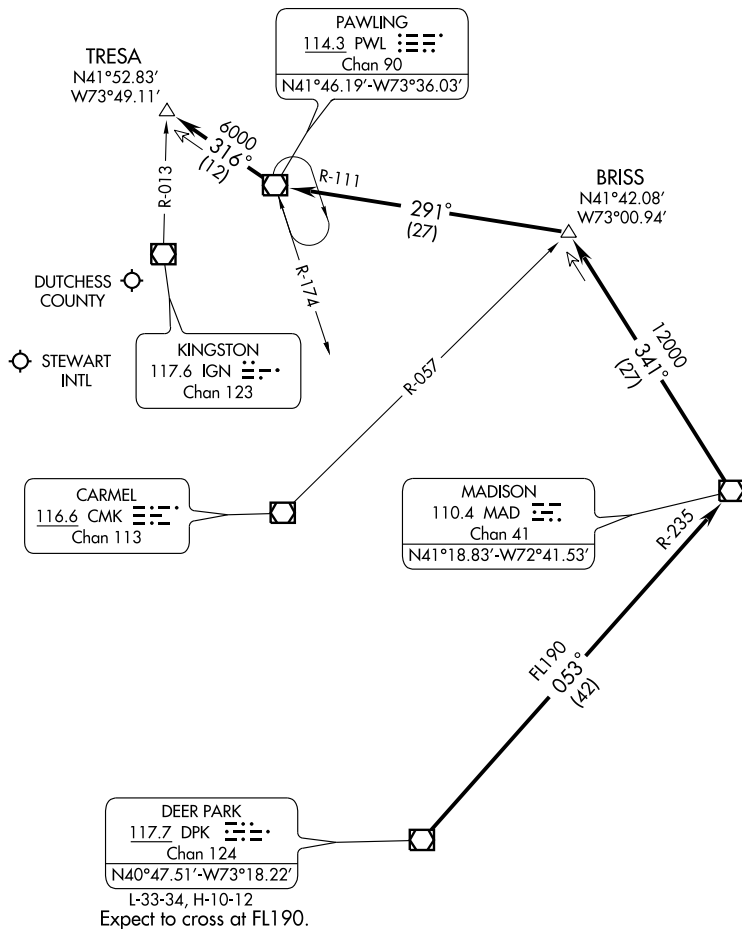
132.75 363.1

STEWART INTL ATIS

124.575

DUTCHESS COUNTY ATIS

126.75



NOTE: Chart not to scale.

... From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.

HUDSON ONE ARRIVAL

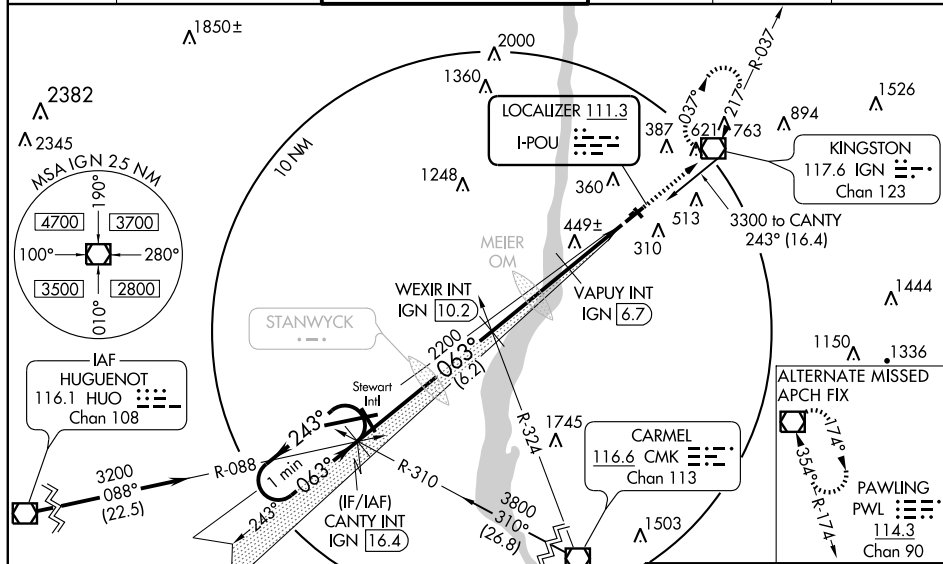
NEWBURGH, NEW YORK

ILS or LOC RWY 6

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

VIS NA	Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase DA 71 feet and MDA 80 feet, increase VAPUY fix minimums: S-LOC 6 Cat D and circling Cat B, C, and D visibility 1/4 mile. Inoperative table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A, B and VAPUY fix minimums S-LOC 6 Cats A, B. For inoperative MALSR, increase VAPUY fix minimums S-LOC 6 Cat C visibility to 1 1/4 mile. For inoperative MALSR, when using Montgomery altimeter setting, increase S-ILS 6 all Cats visibility to 1 1/4. ** DME from IGN VOR/DME.	MALSR 	MISSED APPROACH: Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.
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ATIS 126.75	NEW YORK APP CON 132.75 363.1	DUTCHESS COUNTY TOWER * 124.0 (CTAF) 269.15	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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One Minute Holding Pattern	CANTY INT IGN 16.4	WEXIR INT IGN 10.2	VAPUY INT IGN 6.7	3000 IGN 117.6	ELEV 165
3200 ← 243° 063° →	2200	2200	2200	3000 IGN 4.1	LOC only
GS 3.00° TCH 58	6.2 NM	3.6 NM	2.6 NM		
CATEGORY	A	B	C	D	
S-ILS 6	469-1	313 (400-1)			
S-LOC 6	1040-1 884 (900-1)	1040-2 1/4 884 (900-2 1/4)	1040-2 1/2 884 (900-2 1/2)		
CIRCLING	1040-1 1/4 875 (900-1 1/4)	1040-2 3/4 875 (900-2 3/4)	1040-3 875 (900-3)		
VAPUY FIX MINIMUMS**					
S-LOC 6	640-1	484 (500-1)			
CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-2)	840-2 1/4 675 (700-2 1/4)	
FAF to MAP 6.2 NM MIRS Rwy 15-33 HIRL Rwy 6-24 REIL Rws 24 and 33					
FAF to MAP 6.2 NM Knots 60 90 120 150 180 Min:Sec 6:12 4:08 3:06 2:29 2:04					

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

WAAS CH 42910 W06A	APP CRS 063°	Rwy Idg TDZE Apt Elev	5001 156 165
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RNAV (GPS) RWY 6

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

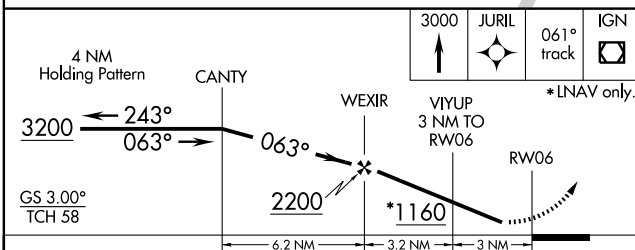
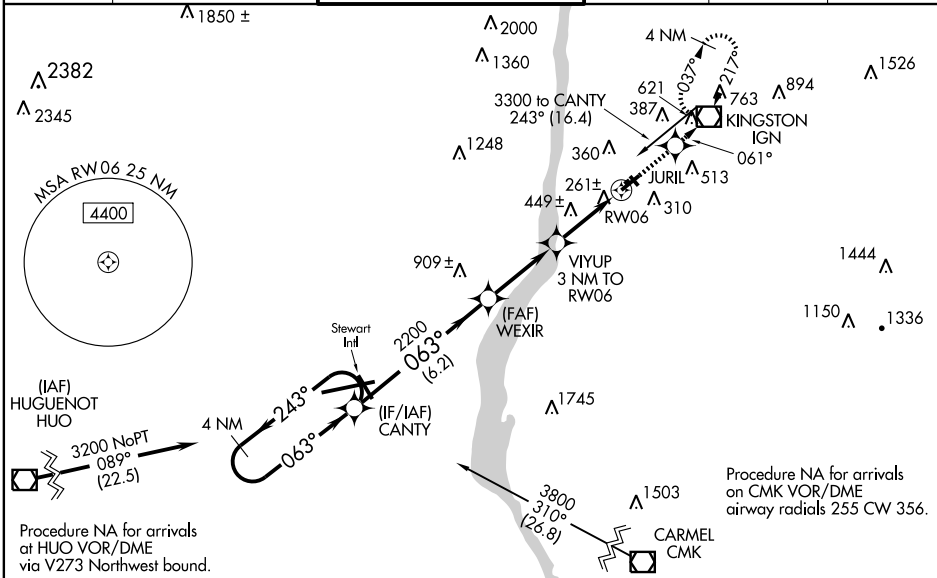
▼ Inoperative table does not apply to LNAV Cats A and B. Baro-VNAV NA when using Montgomery altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all DA 71 feet and MDA 80 feet, and increase LNAV/VNAV all Cat, LNAV Cats C, D and Circling Cat B, C, D visibility ¼ mile. For inoperative MALSR, when using Montgomery altimeter setting, increase LPV all Cats visibility to 1 ½ mile.

MALSR

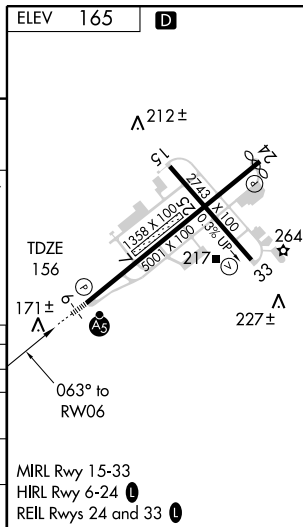


MISSED APPROACH:
Climb to 3000 direct JURIL and via 061° track to IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS 126.75	NEW YORK APP CON 132.75 363.1	DUTCHESS COUNTY TOWER ★ 124.0 (CTAF) 0 269.15	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		503-1	347 (400-1)	
LNAV/VNAV DA		738-1 ½	582 (600-1 ½)	
LNAV MDA		740-1	584 (600-1)	740-1 ¼ 584 (600-1 ¼)
CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-1)	840-2 ¼ 675 (700-2 ¼)



APP CRS	Rwy Idg	4888
243°	TDZE	157
	Apt Elev	165

RNAV (GPS) RWY 24

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, and LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct CANTY and hold.

ATIS
126.75

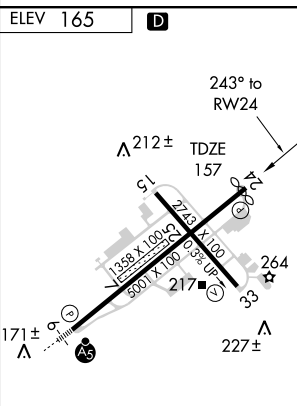
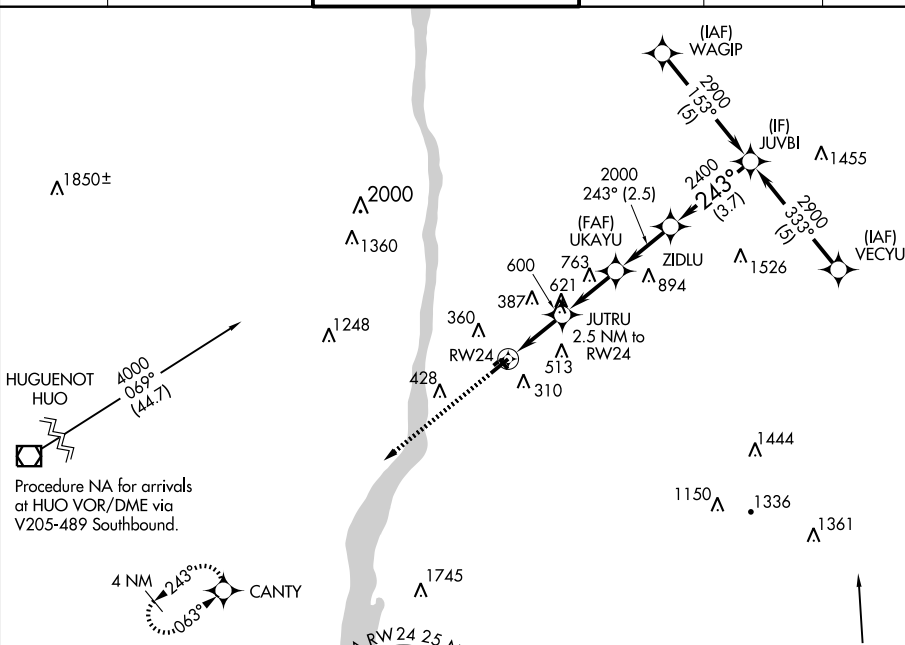
NEW YORK APP CON
132.75 363.1

DUTCHESS COUNTY TOWER ★
124.0 (CTAF) 0 269.15

GND CON
121.8

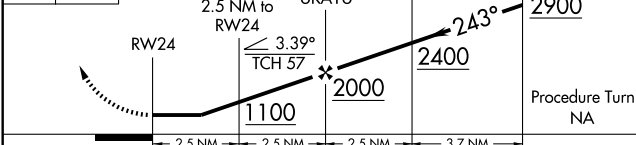
CLNC DEL
121.8

UNICOM
122.95



MIRL Rwy 15-33
HIRL Rwy 6-24
REIL Rws 24 and 33

3200 CANTY



CATEGORY	A	B	C	D
LNAV MDA	900-1 743 (800-1)	900-1¼ 743 (800-1¼)	900-2¼ 743 (800-2¼)	900-2½ 743 (800-2½)
CIRCLING	900-1 735 (800-1)	900-1¼ 735 (800-1¼)	900-2¼ 735 (800-2¼)	900-2½ 735 (800-2½)

POUGHKEEPSIE, NEW YORK

Orig 09015

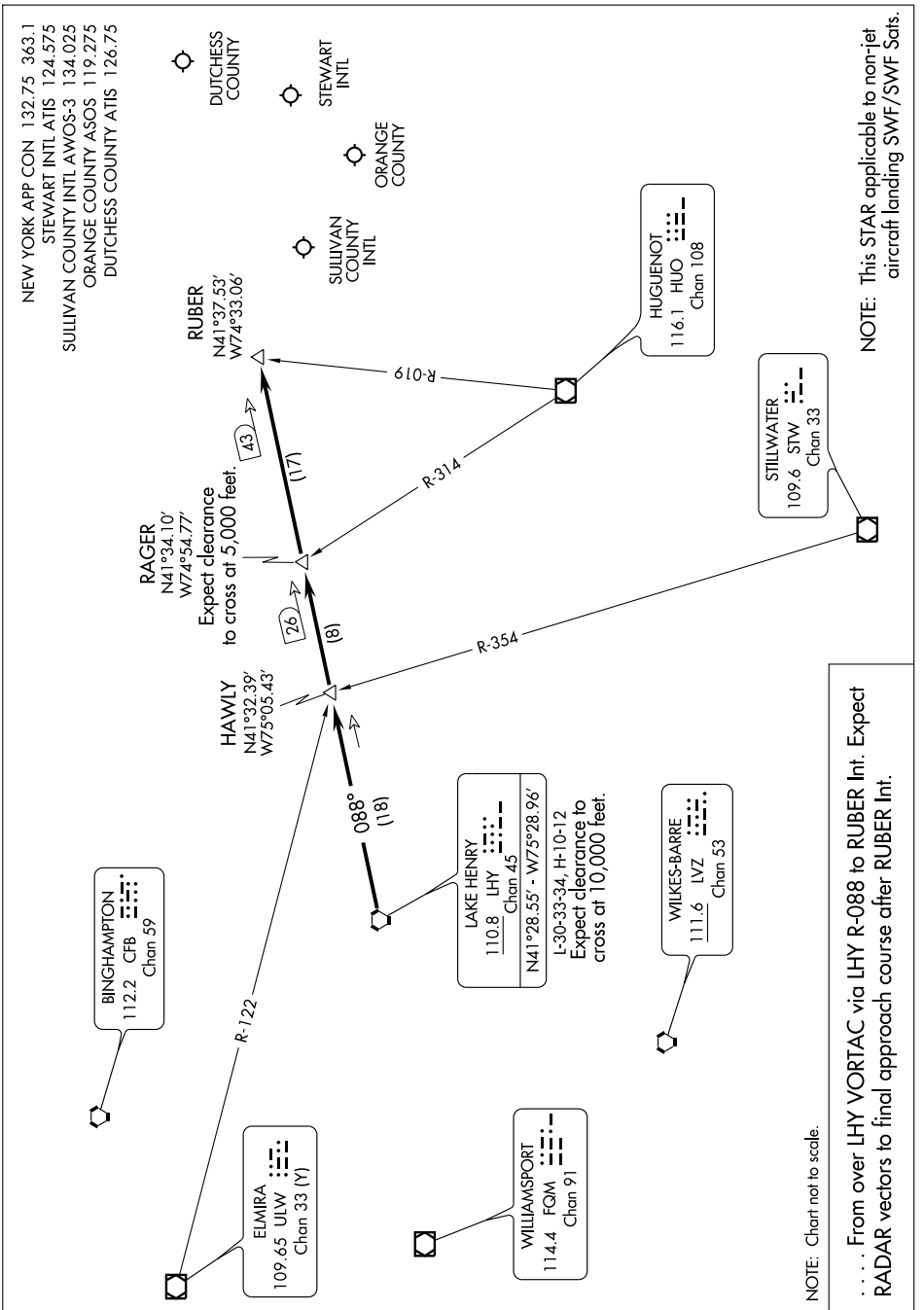
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

41°38'N - 73°53'W

RNAV (GPS) RWY 24

RUBER ONE ARRIVAL

NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010

RUBER ONE ARRIVAL

VOR/DME IGN 117.6 Chan 123	APP CRS 242°	Rwy Idg TDZE Apt Elev 165	N/A N/A 165
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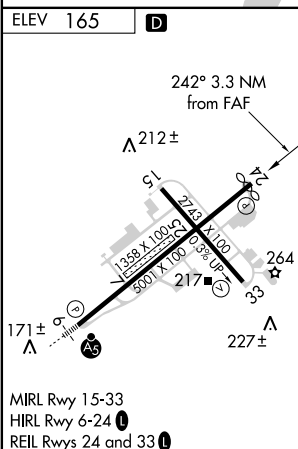
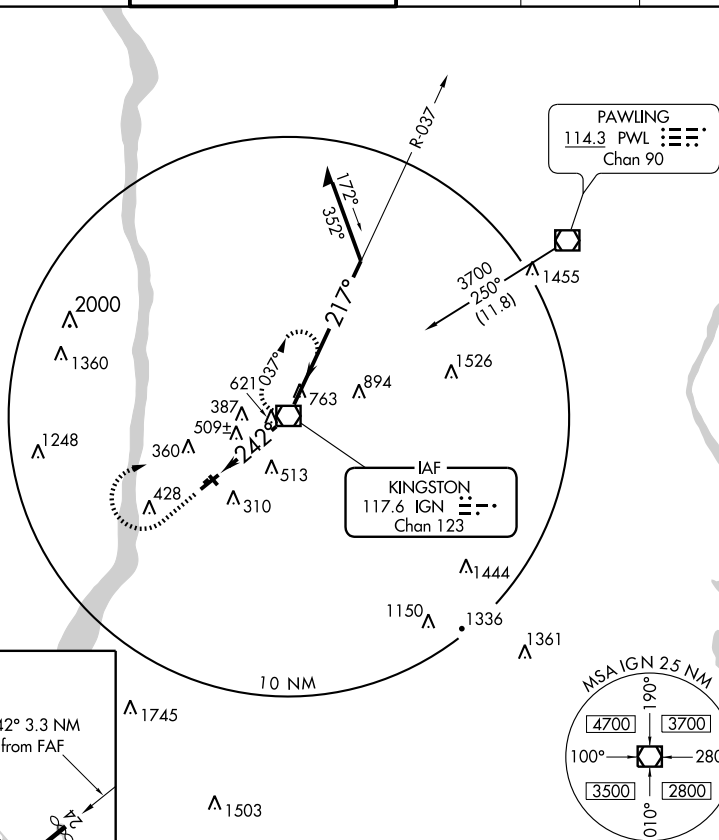
VOR-A

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

V Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS 126.75	NEW YORK APP CON 132.75 363.1	DUTCHESS COUNTY TOWER ★ 124.0 (CTAF) 0 269.15	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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MIRL Rwy 15-33
 HIRL Rwy 6-24
 REIL Rwys 24 and 33

FAF to MAP 3.3 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-2)	840-2¼ 675 (700-2¼)
Min:Sec	3:18	2:12	1:39	1:19	1:06					

POUGHKEEPSIE, NEW YORK

Amdt 11 09015

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

41°38'N - 73°53'W

VOR-A

VOR/DME IGN 117.6 Chan 123	APP CRS 062°	Rwy Idg TDZE Apt Elev	5001 156 165
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VOR/DME RWY 6

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

T Inoperative table does not apply to Cats A, B. Visibility reduction by
A helicopters NA. When local altimeter setting not received, use
 Montgomery altimeter setting and increase all MDA 80 feet, increase
 S-6 Cats C, D and Circling Cats B, C, D visibility $\frac{1}{4}$ mile.

MALSR

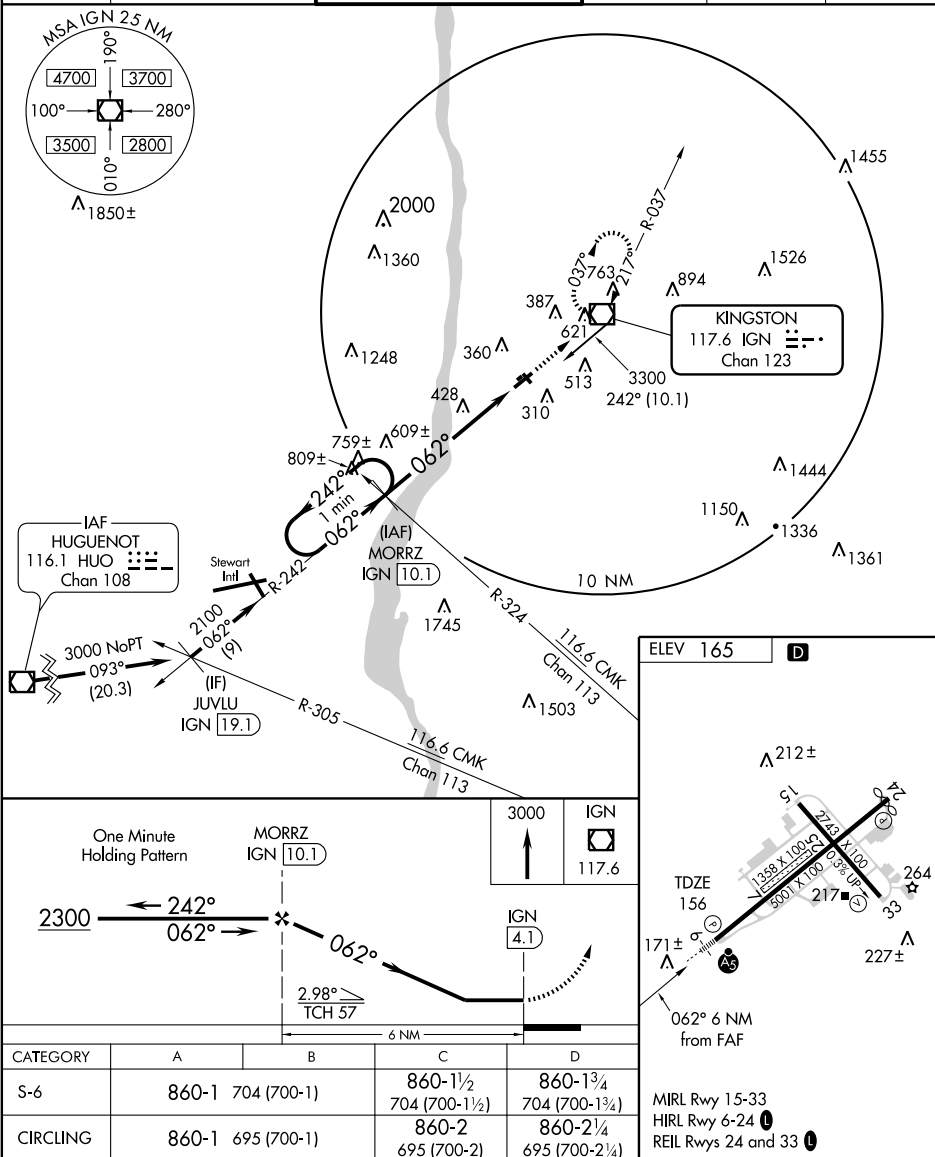
MISSED APPROACH: Climb to 3000
direct IGN VOR/DME and hold,
continue climb-in-hold to 3000.

ATIS
126.75

NEW YORK APP CON
132.75 363.1

DUTCHESS COUNTY TOWER ★
124.0 (CTAF) **L** 269.15

GND CON
121.8

CLNC DEL
121.8UNICOM
122.95

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

POUGHKEEPSIE, NEW YORK

Amdt 6 09015

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

41°38'N - 73°53'W

VOR/DME RWY 6

VOR/DME IGN	APP CRS	Rwy Idg	4888
117.6	242°	TDZE	157
Chan 123		Apt Elev	165

VOR/DME RWY 24

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, S-24 and Circling Cat C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 064° and IGN VOR/DME R-013 to ATWAN/4.3 DME and hold, continue climb-in-hold to 3000.

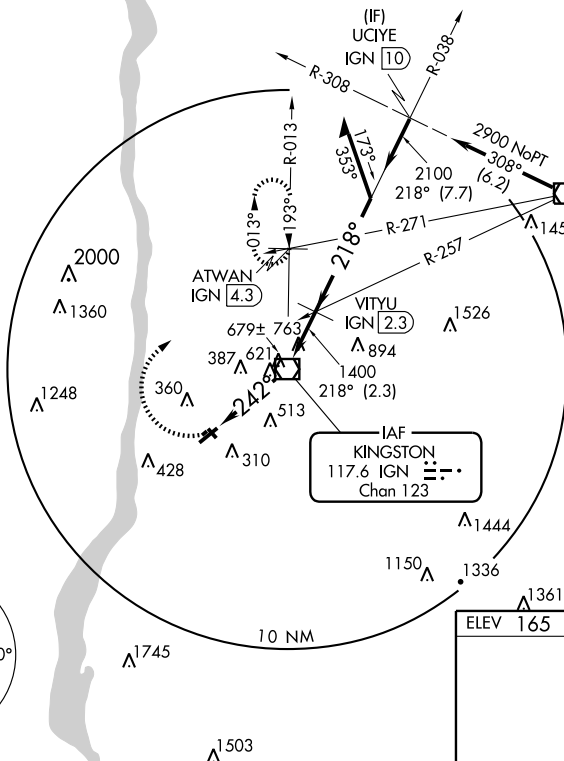
ATIS
126.75

NEW YORK APP CON
132.75 363.1

DUTCHESS COUNTY TOWER 1
124.0 (CTAF) **L** 269.15

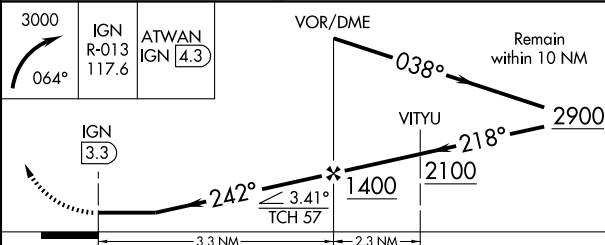
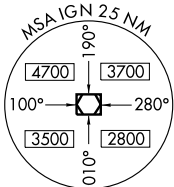
GND CON
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CLNC DEL
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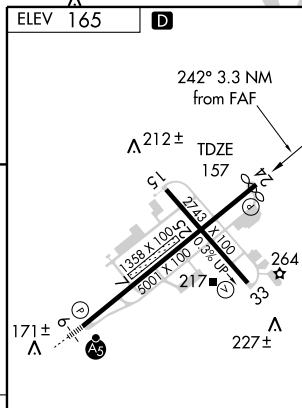
UNICOM
122.95

IAF
PAWLING
114.3 PWL :≡≡·
Chan 90

KINGSTON
117.6 IGN 
Chan 123



CATEGORY	A	B	C	D
S-24	940-1 783 (800-1)	940-1¼ 783 (800-1¼)	940-2¼ 783 (800-1¼)	940-2½ 783 (800-2½)
CIRCLING	940-1 775 (800-1)	940-1¼ 775 (800-1¼)	940-2¼ 775 (800-2¼)	940-2½ 775 (800-2½)



MIRL Rwy 15-33
HIRL Rwy 6-24 **L**
REIL Rwy 24 and 33 **L**

POUGHKEEPSIE, NEW YORK
Amdt 4A 09071

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

VOR/DME RWY 24

41°38'N - 73°53'W

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

RANDOLPH (D85) 2 W UTC-5(-4DT) N42°09.25' W79°00.99'

DETROIT

1665 NOTAM FILE BUF

RWY 08-26: 2495X80 (TURF)

RWY 08: Brush.

RWY 26: Brush.

AIRPORT REMARKS: Attended irregularly. Deer on and invof arpt occasionally at dusk and early morning. + 15' brush along south edge of rwy, 50-60' from centerline. Rwy 08 has + 44' tree, 20' from rwy end, 75' right of centerline, + 63' tree, 135' from rwy end, 115' right of centerline, + 63' trees, 520' from rwy end, 125' right of centerline. Rwy 26 has + 82' trees, 760' from rwy end, across rwy centerline. Limited visibility down runway, cannot see aircraft on rwy end from opposite rwy end.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: CLNC DEL thru Flight Services 1-888-766-8267.

RED HOOK

SKY PARK (46N) 2 E UTC-5(-4DT) N41°59.08' W73°50.16'

NEW YORK

323 TPA-1523(1200) NOTAM FILE ISP

L-33B, 341

RWY 01-19: H2664X30 (ASPH) S-30 0.3% up S

IAP

RWY 01: Trees.

RWY 19: Trees.

AIRPORT REMARKS: Unattended. Call at least three (3) hours prior minimum for PPR at 845-352-3924. Rwy safety areas have dropoffs and rough terrain. Rwy 01-19 pavement has small potholes and loose aggregate. Parallel twy constructed of dirt and grvl. Trees within 20' of centerline east of parallel twy south of midpoint. Parking fee weekends during air show at Rhinebeck.

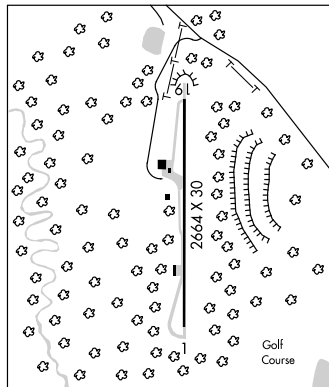
COMMUNICATIONS: CTAF 122.9

® NEW YORK APP/DEP CON 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93'

W73°49.33' 010°19.1 NM to fld. 580/12W. HIWAS.



RENSSELAER CO (See TROY)

REPUBLIC (See FARMINGDALE)

ROCHESTER N43°07.08' W77°40.37' NOTAM FILE ROC.

DETROIT

(L) VOR/DME 110.0 ROC Chan 37 at Greater Rochester Intl. 549/12W.

H-10H, 11C, 12J, L-31E, 32F

RCO 122.6 (BUFFALO RADIO)

VOR/DME IGN 117.6 Chan 123	APP CRS 010°	Rwy Idg TDZE Apt Elev 323	2664 323 323
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VOR or GPS RWY 1

RED HOOK / SKY PARK (46N)

▼
▲ NA Use Poughkeepsie, NY altimeter setting.

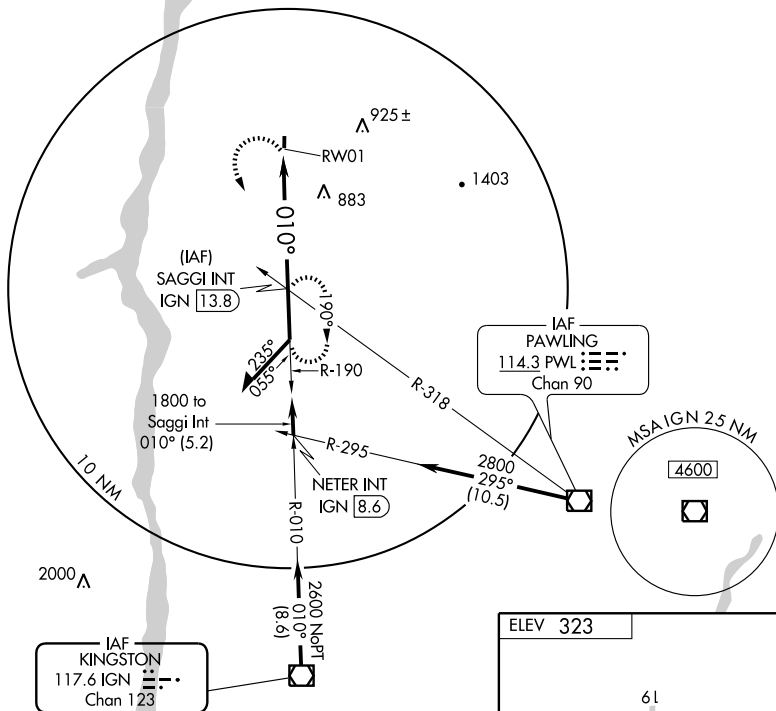
MISSED APPROACH: Climbing left turn to 2600 via
IGN R-010 to SAGGI Int/13.8 DME and hold.

NEW YORK APP CON
132.75 363.1

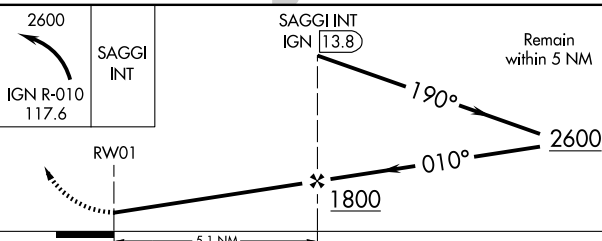
CTAF
122.9

▲ 3225

2250

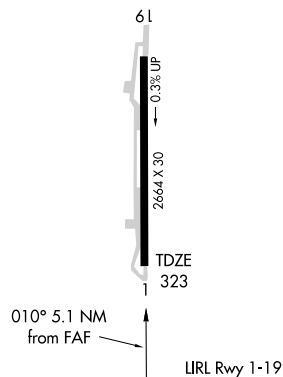


Final approach from Saggi Int holding pattern not authorized. Procedure turn required.



CATEGORY	A	B	C	D
S-1	1340-1¼ 1017 (1100-1¼)		NA	
CIRCLING	1340-1¼ 1017 (1100-1¼)		NA	

ELEV 323



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

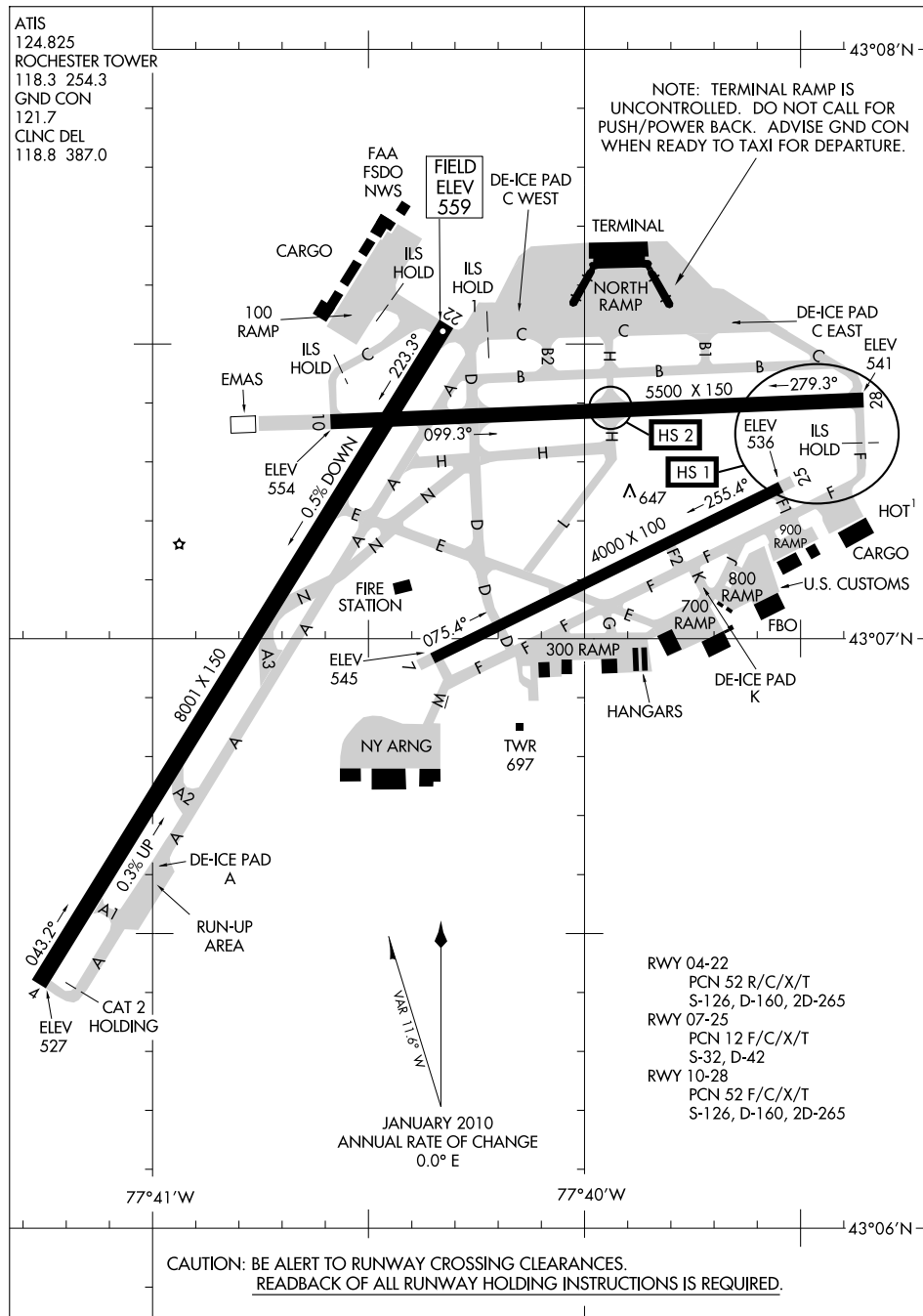
AIRPORT DIAGRAM

AL-351 (FAA)

ROCHESTER/GREATER ROCHESTER INTL (ROC)
ROCHESTER, NEW YORK

ATIS	
124.825	
ROCHESTER TOWER	
118.3 254.3	
GND CON	
121.7	
CLNC DEL	
118.8 387.0	

43°08'N



NE-2. 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ROCHESTER, NEW YORK
ROCHESTER/GREATER ROCHESTER INTL (ROC)

ROCHESTER

GREATER ROCHESTER INTL (ROC) 3 SW UTC-5(-4DT) N43°07.13' W77°40.34'

DETROIT

559 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks AOE

H-10H, 11C, 12J, L-31E, 32F

Class I, ARFF Index C NOTAM FILE ROC

IAP, AD

RWY 04-22: H8001X150 (ASPH-GRVD) S-126, D-160,
2D-265 PCN 52 R/C/X/T HIRL CL

RWY 04: ALSF2. TDZL. Trees. 0.3% up.

RWY 22: MALSR. VASI (V4L)—GA 3.0° TCH 52'. Tree. Rgt tfc.
0.5% down.RWY 10-28: H5500X150 (ASPH-GRVD) S-126, D-160, 2D-265
PCN 52 F/C/X/T HIRL

RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 54'. Trees. Rgt tfc.

RWY 28: MALSR. Fence.

RWY 07-25: H4000X100 (ASPH) S-32, D-42 PCN 12 F/C/X/T
MIRL

RWY 07: REIL. Pole. Rgt tfc.

RWY 25: REIL. PAPI(P4R)—GA 3.0° TCH 40'. Tree.

ARRESTING GEAR/SYSTEM

RWY 28: EMAS

AIRPORT REMARKS: Attended continuously. J8 avbl for DoD acft. Birds,

deer and coyote on and in/ovf arpt. Rwy 07-25 CLOSED to jet acft.

Be alert during ldg/tkf Rwy 25 and Rwy 28 thlds in close proximity
to each other. No practice apchs or maintenance engine run-upsbetween 0400-1100Z. +80' obstruction lgtd twr 1250' west of Rwy 04-22 centerline 1000' south of extended
centerline Rwy 10-28. Multiple unshielded lgts in final apch area Rwy 28. Twy A from Twy E to Rwy 28 clsd to

acft with wingspan greater than 170'. Twy A2 clsd to heavy acft. Twy L clsd to acft greater than 60,000 lbs.

gross takeoff weight. Twy F from Twy J to Rwy 07 clsd to acft with wingspan greater than 100'. TPA-1400(841)

small acft, 2000(1441) large acft/turbine. Rwy 07 REIL and Rwy 25 REIL controlled by twr but not monitored.

Rwy 10 REIL controlled by tower but not monitored. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS 124.825 (585) 235-7322. WSP.

COMMUNICATIONS: ATIS 124.825 UNICOM 122.95

ROCHESTER RCO 122.6 (BUFFALO RADIO)

① APP CON 119.55 (330°-160°) 123.7 (161°-329°) ① DEP CON 119.55 (330°-160°) 123.7 (161°-329°) 127.325

TOWER 118.3 GND CON 121.7 CLNC DEL 118.8 PRE-TAXI CLNC 118.8

AIRSPACE: CLASS C svc continuous, ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE ROC.

ROCHESTER (L) VOR/DME 110.0 ROC Chan 37 N43°07.08' W77°40.37' at fld. 549/12W.

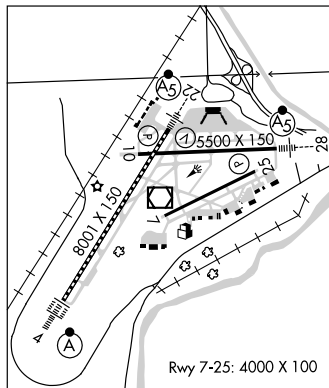
AVON NDB (MHW) 344 AVN N43°00.60' W77°46.16' 042° 7.8 NM to fld.

BREIT NDB (LOM) 400 RO N43°07.59' W77°33.24' 275° 5.2 NM to fld.

ILS 110.7 I-MCU Rwy 04. Class IIE.

ILS 110.7 I-MWD Rwy 22. Class IB. Middle Marker and Outer Marker unmonitored.

ILS 109.5 I-ROC Rwy 28. Class IT. LOM BREIT NDB.



Rwy 7-25: 4000 X 100

ROCKDALE N42°27.98' W75°14.35' NOTAM FILE BUF.

NEW YORK

(L) VOR/DME 112.6 RKA Chan 73 230°12.6 NM to Sidney Muni. 2032/11W.

H-10I, 11C, 12J, L-32F, 33A

RCO 122.1R 112.6T (BUFFALO RADIO)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CALDWELL, NJ		
ESSEX COUNTY (CDW)	HS 1	Twy N and Twy P close proximity to Rwy 28.
NEW YORK, NY		
LA GUARDIA (LGA)	HS 1	Int of rws and Twy G, Twy P, Twy R, Twy S.
	HS 2	Exiting Rwy 04 at Twy Q.
ROCHESTER, NY		
GREATER ROCHESTER		
INTL (ROC)	HS 1	Adjacent thresholds.
	HS 2	Rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-MCU <u>110.7</u>	APP CRS 044°	Rwy Idg 8001 TDZE 535 Apt Elev 559
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ILS or LOC RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)



ALSF-2



MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 135° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 387.0
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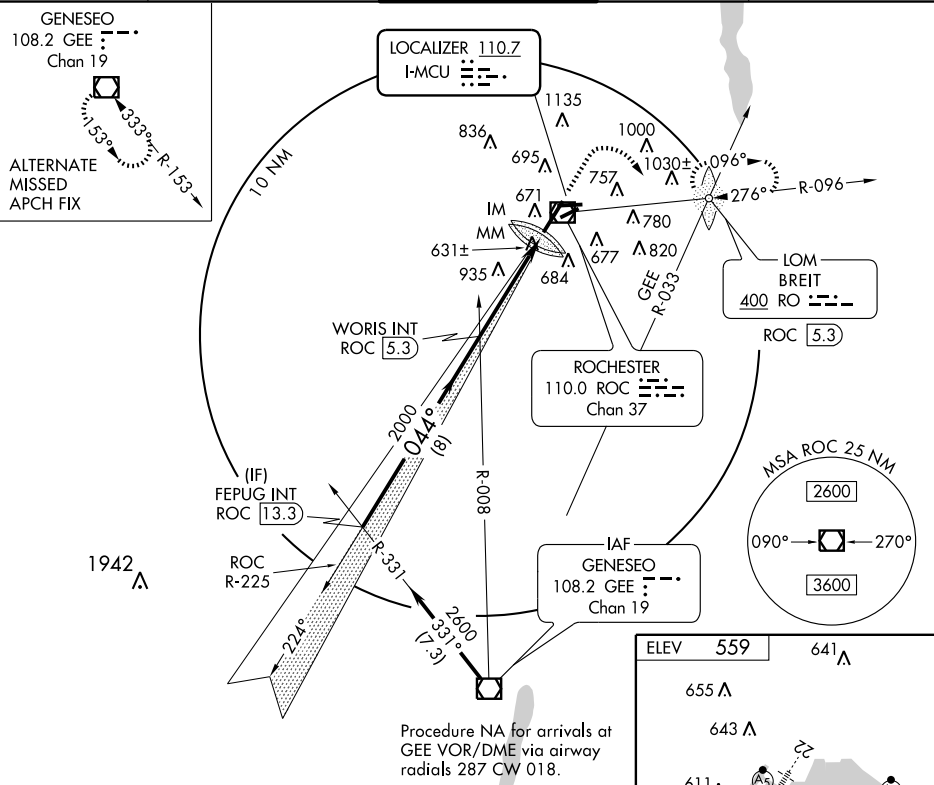


Figure 1-10 is a diagram illustrating a flight plan with a procedure turn. The flight path is shown as a series of connected segments. The initial segment is at 2600 feet, followed by a turn of 044°. The next segment is at 2000 feet, followed by another turn of 044°. The flight path then continues at 2000 feet, with a turn of 044°. The flight path is divided into segments of 8 NM, 4 NM, and 0.2 NM. The flight plan includes a procedure turn NA, GS 3.00°, TCH 56°, and a final turn of 044°.

1100	3000	ROC R-096 110.0	RO 400
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Procedure Turn NA

GS 3.00°
TCH 56°

2600

044°

2000

2000

8 NM

4 NM

0.2 NM

MM

IM

ROC 0.9

CATEGORY	A	B	C	D
S-ILS 4	735/18		200 (200-1/2)	
S-LOC 4	920/24	385 (400-1/2)		920/40 385 (400-3/4)
CIRCLING	1060-1	501 (600-1)	1060-1 1/2 501 (600-1 1/2)	1240-2 1/4 681 (700-2 1/4)

Diagram illustrating the FAF to MAP 4.4 NM segment, showing various navigation aids and terrain features.

Navigation Aids and Markers:

- 655 Δ
- 643 Δ
- 611 Δ
- 628 Δ (Star symbol)
- 647 Δ
- 617 Δ
- 697 Δ
- 5500 X 150
- 4000 X 100
- 8001 X 150
- 0.38 UP
- 0.44°
- 4.4 NM from FAF
- TDZE 535
- TDZ/CL Rwy 4
- REIL Rwy 7, 10 and 25
- MRL Rwy 7-25
- HIRL Rwy 10-28 and 4-22

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

ROCHESTER, NEW YORK

Amdt 20 22OCT09

ROCHESTER / GREATER ROCHESTER INTL (ROC)

43° 07'N - 77° 40'W

ILS or LOC RWY 4

NE-2. 21 OCT 2010 to 18 NOV 2010

LOC I-MWD 110.7	APP CRS 222°	Rwy Idg TDZE Apt Elev	8001 559 559
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ILS or LOC RWY 22

ROCHESTER / GREATER ROCHESTER INTL (ROC)

▼ When R-5203 active hold in lieu not authorized.
▲ * RVR 1800 authorized with the use of FD or AP or HUD to DA.

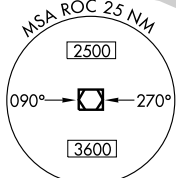
MALSR



MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct GEE VOR/DME and hold.

ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 387.0
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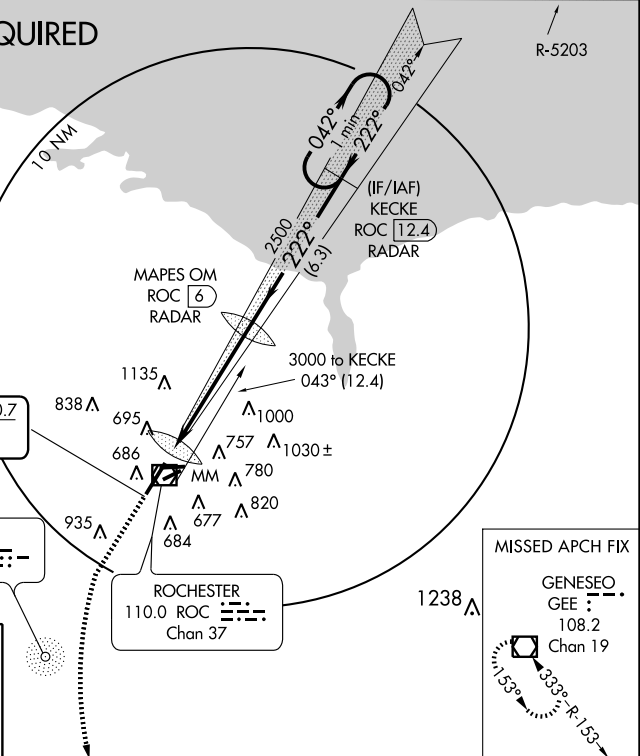
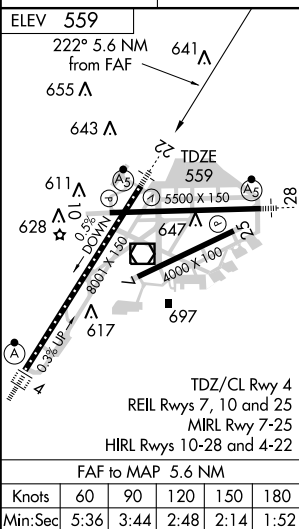
DME OR RADAR REQUIRED



ALTERNATE MISSED APCH FIX
 AVON
 AVN 344
 041° 221°

LOCALIZER 110.7
 I-MWD

AVON
 344 AVN



1000	4000	GEE	MAPES OM ROC 6 RADAR	KECKE ROC 12.4 RADAR	One Minute Holding Pattern
CATEGORY	A	B	C	D	
S-ILS 22	* 759/24 200 (200-1/2)				
S-LOC 22	1000/24 441 (500-1/2)	1000/40 441 (500-3/4)	1000/50 441 (500-1)	1240-2 1/4	
CIRCLING	1060-1 501 (600-1)	1060-1 1/2 501 (600-1 1/2)	1240-2 1/4 681 (700-2 1/4)		

ILS or LOC RWY 28

ROCHESTER / GREATER ROCHESTER INTL (ROC)

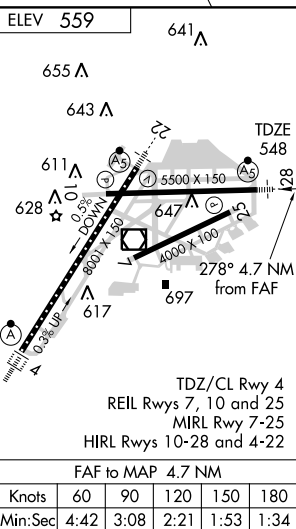
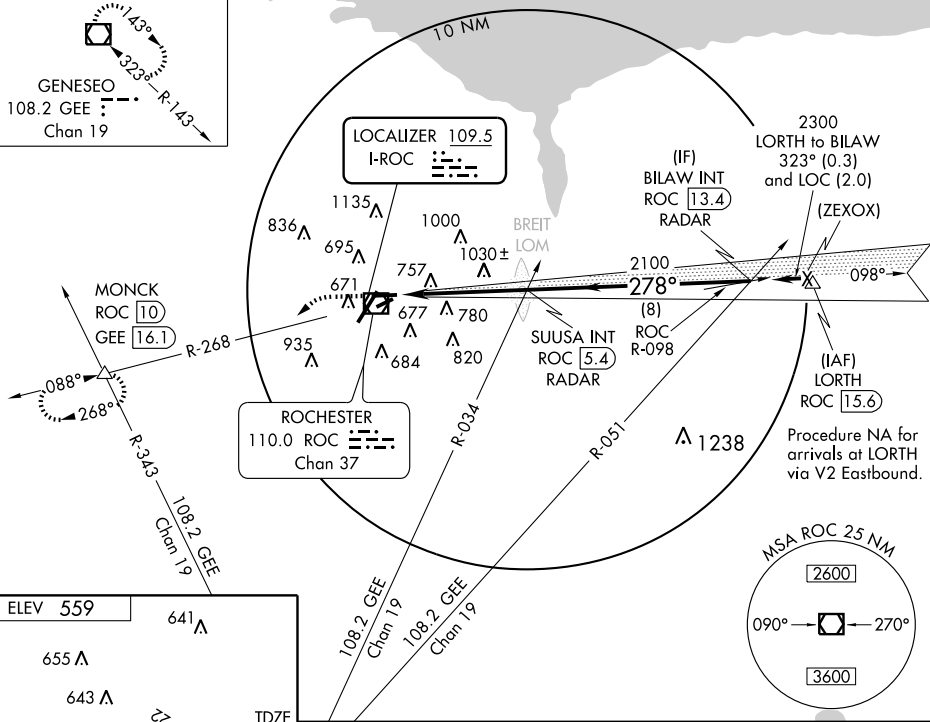
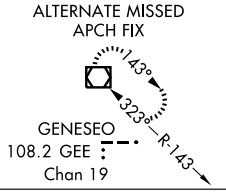
LOC I-ROC 109.5	APP CRS 278°	Rwy Idg TDZE Apt Elev	5500 548 559
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▼ Inoperative table does not apply to S-ILS 28 all Cats. and S-LOC 28 Cats. A and B.
▲ Visibility reduction by helicopters NA.
Multiple unshielded lights in final approach area.



MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 230° and ROC VOR/ DME R-268 to MONCK INT/ROC 10 DME and hold.

ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 387.0
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	MONCK	SUUSA INT ROC 5.4 RADAR	BILAW INT ROC 13.4 RADAR	2300
	HDG 230° ROC R-268 110.0	2100	2100	Procedure Turn NA GS 3.00° TCH 57'
CATEGORY	A	B	C	D
S-ILS 28	798/50 250 (300-1)			
S-LOC 28	1280/50 732 (800-1)	1280-1½ 732 (800-1½)	1280-1¾ 732 (800-1¾)	
CIRCLING	1280-1 721 (800-1)	1280-2 721 (800-2)	1280-2¼ 721 (800-2¼)	

WAAS CH 45611 W04A	APP CRS 042°	Rwy Idg TDZE Apt Elev	8001 535 559
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RNAV (GPS) RWY 4

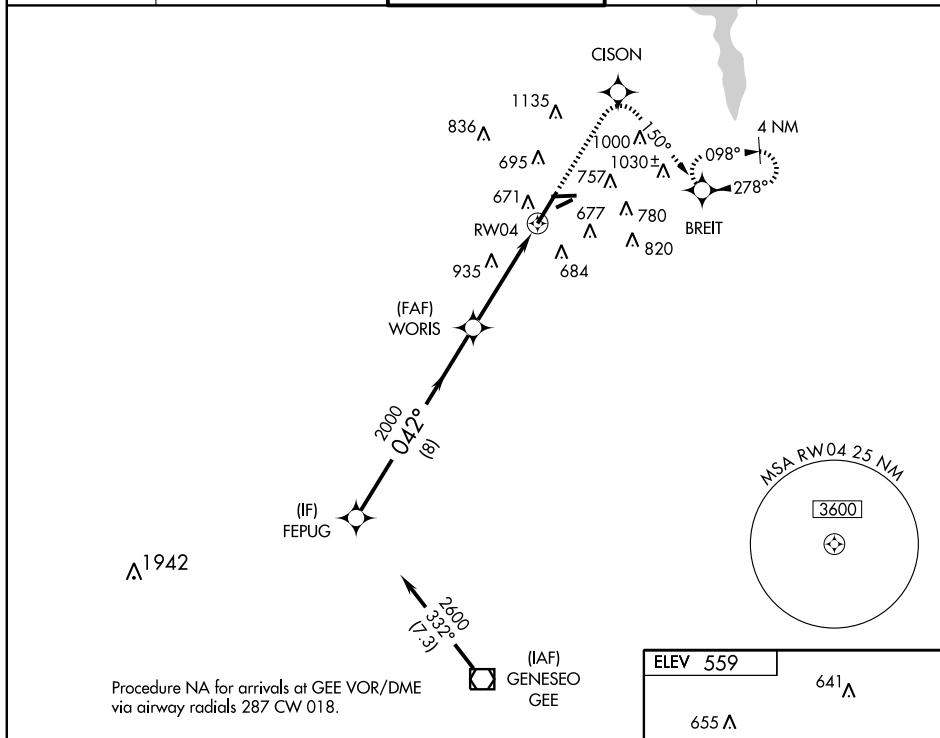
ROCHESTER / GREATER ROCHESTER INTL (ROC)

▼ For inoperative ALSF-2, increase LPV visibility to 1½ mile all Cats.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

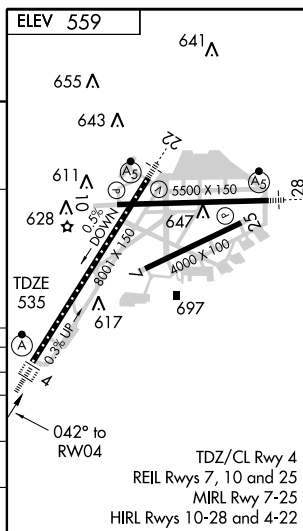
ALSF-2
▲

MISSED APPROACH: Climb to 3000 direct CISON and right turn via 150° track to BREIT and hold, continue climb-in-hold to 3000.

ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 387.0
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ROCHESTER, NEW YORK

Amdt 1A 09211

ROCHESTER / GREATER ROCHESTER INTL (ROC)

43°07'N - 77°40'W

RNAV (GPS) RWY 4

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 7

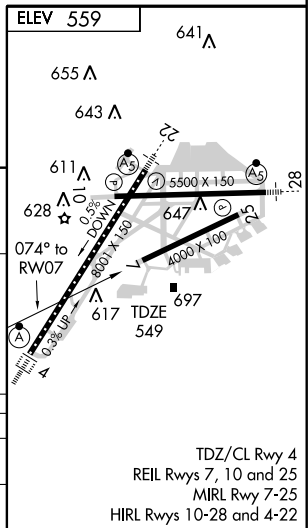
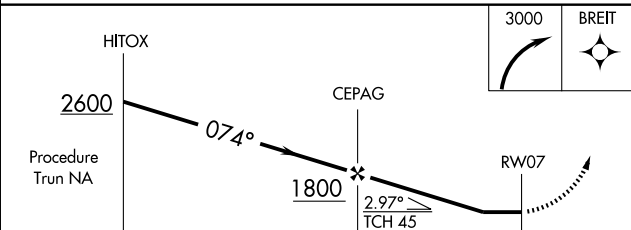
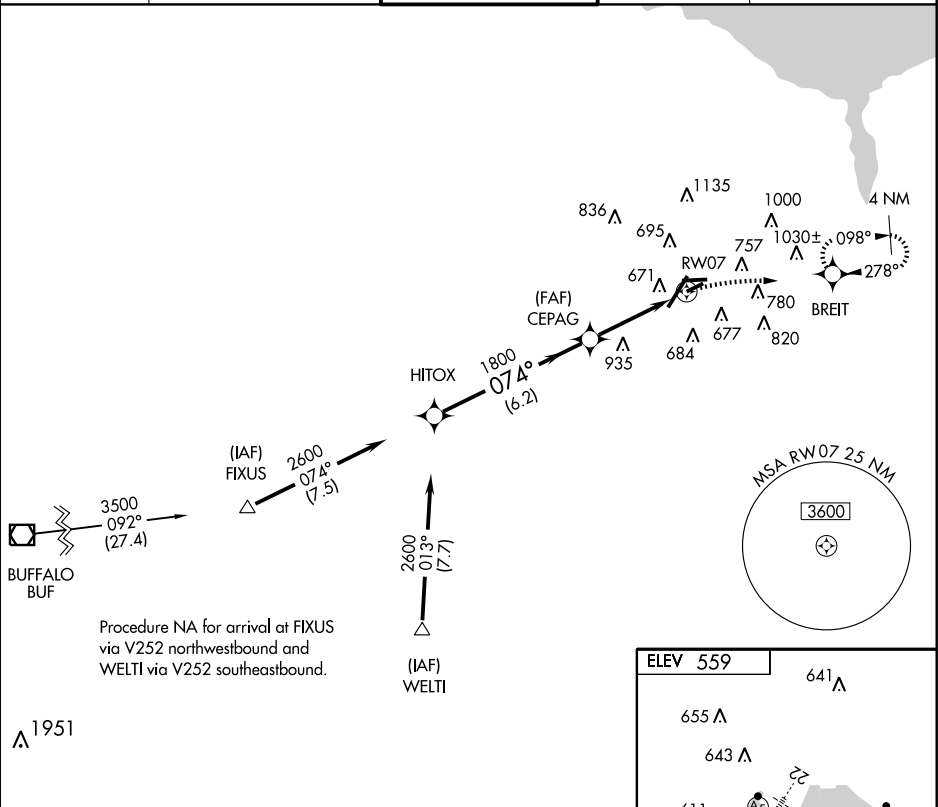
ROCHESTER / GREATER ROCHESTER INTL (ROC)

APP CRS 074°	Rwy Idg TDZE Apt Elev	4000 549 559
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▽ GPS or RNP-0.3 required.
△ NA DME/DME RNP-0.3 NA.
Straight-In minimums NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct BREIT WP and hold.

ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 387.0
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CATEGORY	A	B	C	D
LNAV MDA	1200-1 651 (700-1)	1200-1 651 (700-1)	1200-1 651 (700-1)	1200-2 651 (700-2)
CIRCLING	1200-1 641 (700-1)	1200-1 641 (700-1)	1200-1 641 (700-1)	1240-2 681 (700-2)

ROCHESTER, NEW YORK
Orig 09183

43°07'N - 77°40'W

ROCHESTER / GREATER ROCHESTER INTL (ROC)

RNAV (GPS) RWY 7

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

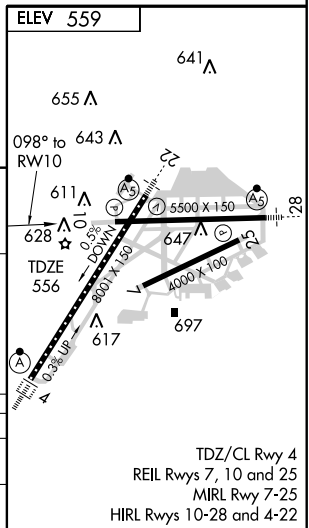
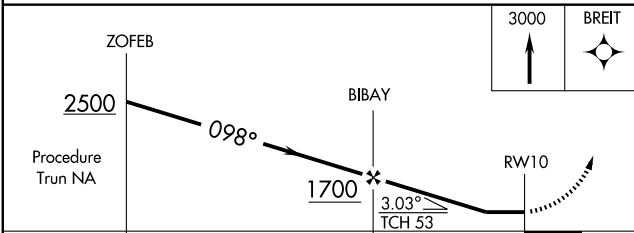
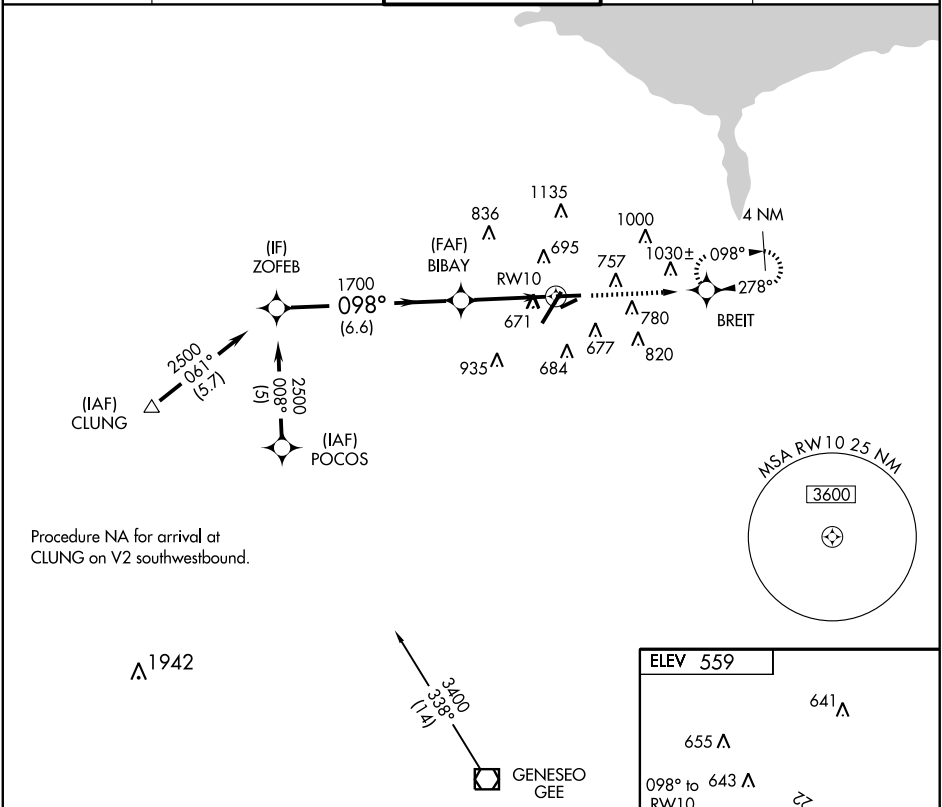
RNAV (GPS) RWY 10

ROCHESTER / GREATER ROCHESTER INTL (ROC)

APP CRS 098°	Rwy Idg TDZE Apt Elev	5500 556 559
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<p>▽</p> <p>▲ NA</p>	<p>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct BREIT WP and hold.</p>
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<p>ATIS 124.825</p>	<p>ROCHESTER APP CON 119.55 269.6</p>	<p>ROCHESTER TOWER 118.3 254.3</p>	<p>GND CON 121.7</p>	<p>CLNC DEL 118.8 387.0</p>
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CATEGORY	A	B	C	D
LNAV MDA	960-1	404 (500-1)	960-1 1/4	404 (500-1 1/4)
CIRCLING	1060-1	501 (600-1)	1060-1 1/2	1240-2 1/4
			501 (600-1 1/2)	681 (700-2 1/4)

WAAS CH 73016 W22A	APP CRS 222°	Rwy Idg TDZE Apt Elev	8001 559 559
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RNAV (GPS) RWY 22

ROCHESTER / GREATER ROCHESTER INTL (ROC)

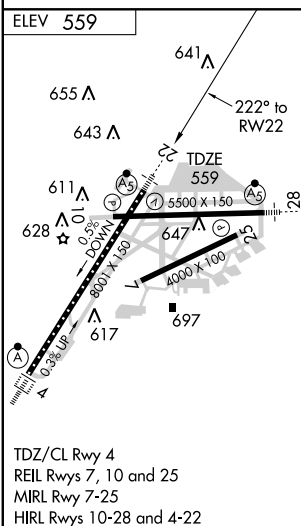
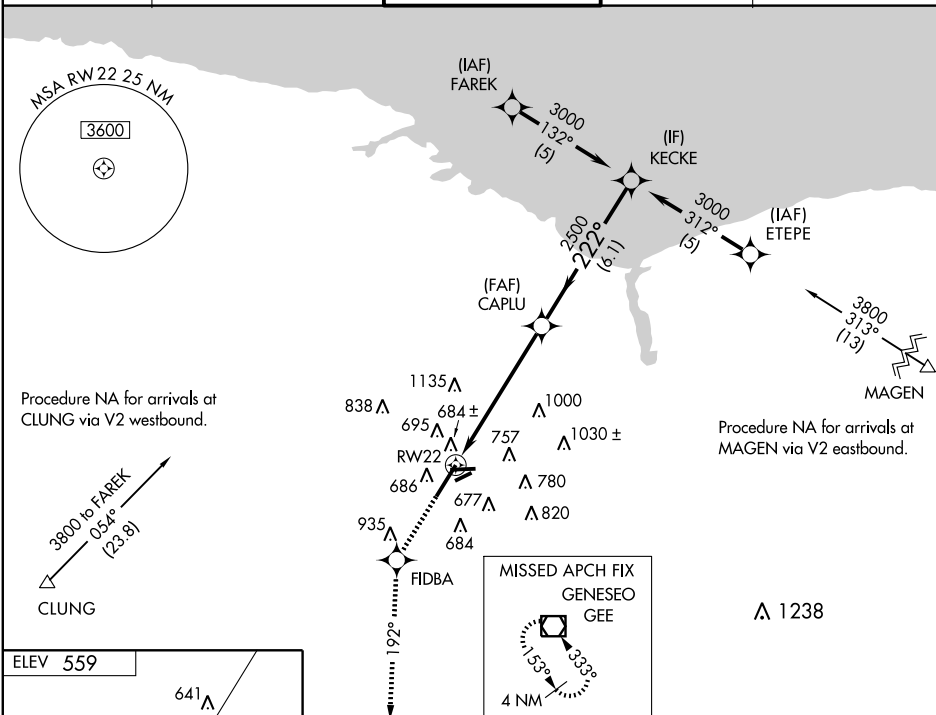
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16°C (4°F) or above 48°C (118°F).
▲ DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climb to 4000 direct FIDBA
and on track 192° to GEE VOR/DME and hold.

ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 387.0
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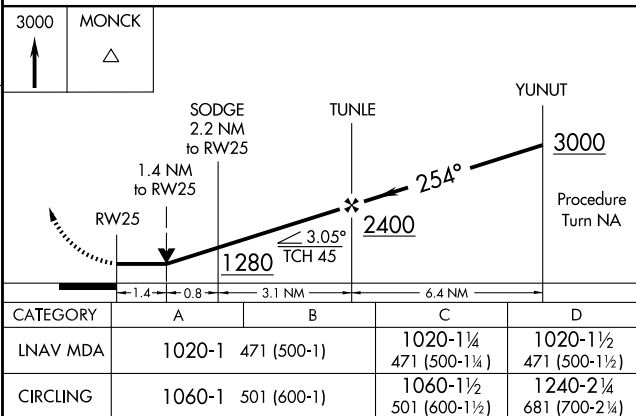
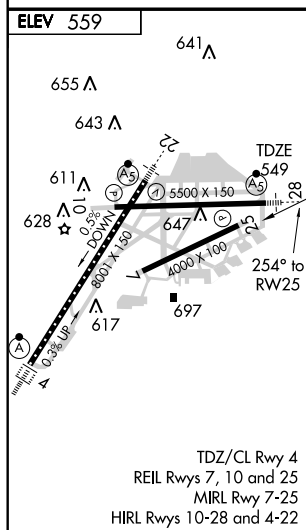
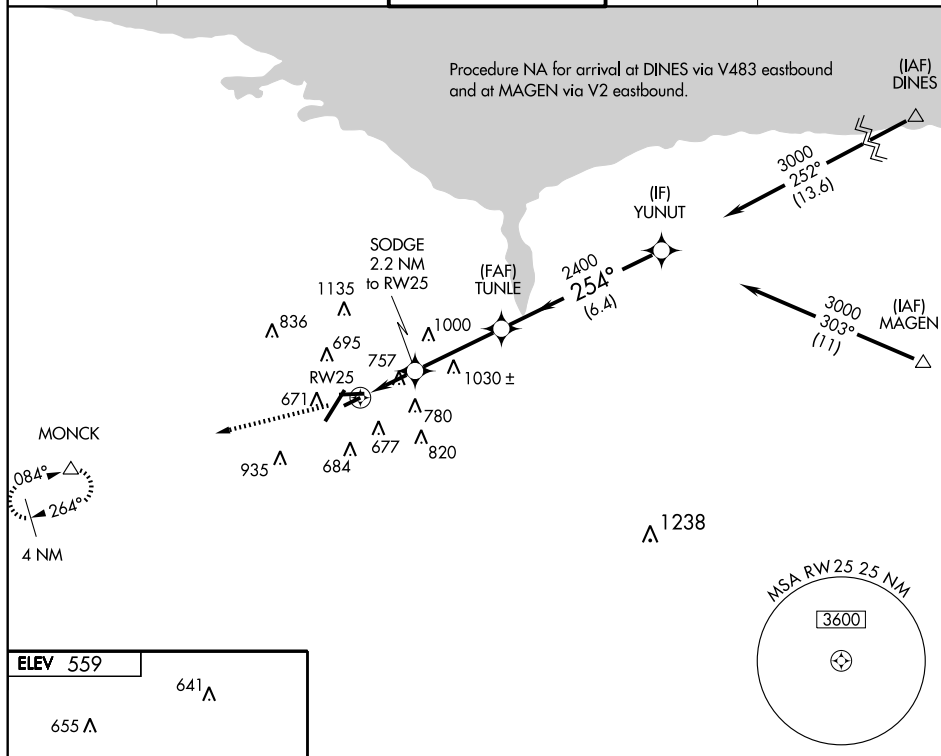
4000	FIDBA	tr 192°	GEE	Procedure Turn NA
*LNAV Only.				
RW22				
CAPLU 2500				
KECKE 3000				
GS 3.00° TCH 50				
1.9 NM 3.9 NM 6.1 NM				
CATEGORY	A	B	C	D
LPV DA	759/24 200 (200-½)			
LNAV/VNAV DA	999/50 440 (500-1)			
LNAV MDA	1220/24 661 (700-½)	1220/60 661 (700-1¼)	1220/1½ 661 (700-1½)	1220-1½ 661 (700-1½)
CIRCLING	1220-1 661 (700-1)	1220-1¾ 661 (700-1¾)	1240-2¼ 681 (700-2¼)	1240-2¼ 681 (700-2¼)

APP CRS 254°	Rwy Idg TDZE Apt Elev	4000 549 559
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RNAV (GPS) RWY 25

ROCHESTER / GREATER ROCHESTER INTL (ROC)

<div><div></div><div></div></div> <div>NA</div>	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Straight-In minimums NA at night.		MISSED APPROACH: Climb to 3000 direct MONCK WP and hold.	
	ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7



ROCHESTER, NEW YORK

Orig 09183

ROCHESTER / GREATER ROCHESTER INTL (ROC)

43°07'N - 77°40'W

RNAV (GPS) RWY 25

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

WAAS CH 86411 W28A	APP CRS 278°	Rwy Idg TDZE Apt Elev	5500 548 559
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RNAV (GPS) RWY 28

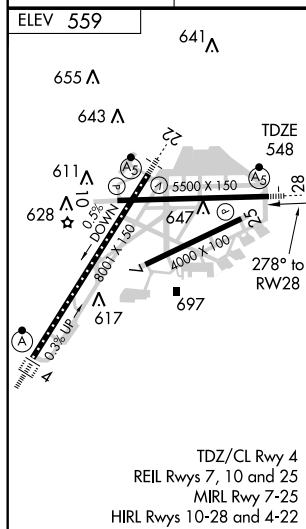
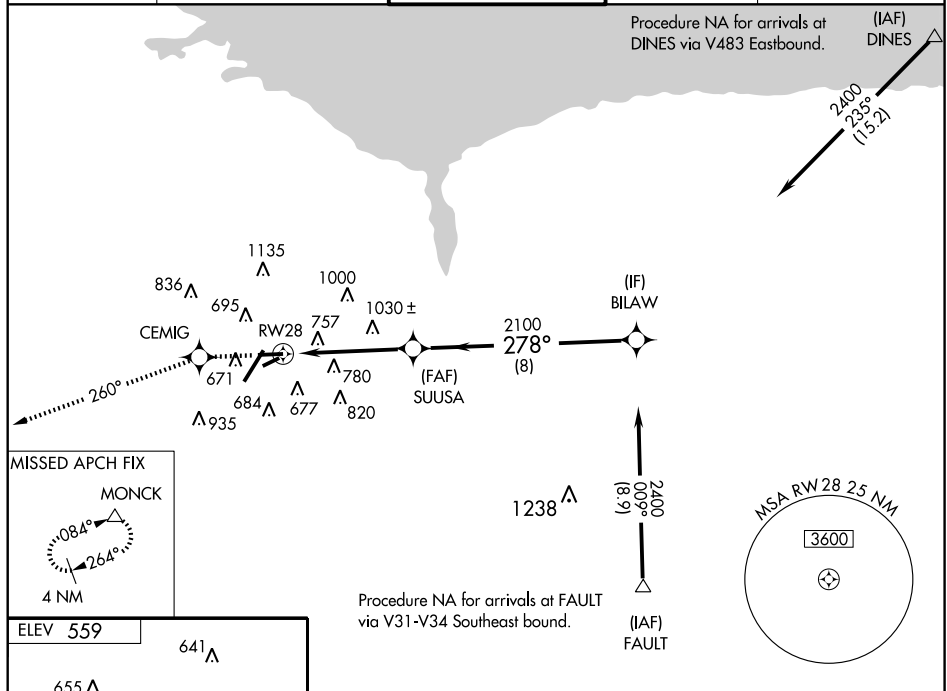
ROCHESTER / GREATER ROCHESTER INTL (ROC)

▼ Inoperative table does not apply to LNAV Cat. A and LPV all Cats.
▲ For inoperative MALSR, increase LNAV Cat. B visibility to RVR 6000.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA.
 Multiple unshielded lights in final approach area.



MISSED APPROACH: Climb to 3000
 direct CEMIG and via 260° track to
 MONCK and hold.

ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 387.0
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3000	CEMIG	260° TRK	MONCK	Procedure Turn NA
			SUUSA	BILAW 2400
			2100	GS 3.00° TCH 57
			4.7 NM	8 NM
CATEGORY	A	B	C	D
LPV DA		839/50	291 (300-1)	
LNAV VNAV DA		1056/60	508 (500-1¼)	
LNAV MDA	1340/50	792 (800-1)	1340-1¾ 792 (800-1¾)	1340-2 792 (800-2)
CIRCLING	1340-1 781 (800-1)	1340-1¼ 781 (800-1¼)	1340-2¼ 781 (800-2¼)	1340-2½ 781 (800-2½)

VOR/DME ROC 110.0 Chan 37	APP CRS 052°	Rwy Idg TDZE Apt Elev	8001 535 559
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VOR/DME RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

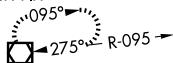
▼ For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.
▲ Visibility reduction by helicopters NA.

ALSF-2
▲

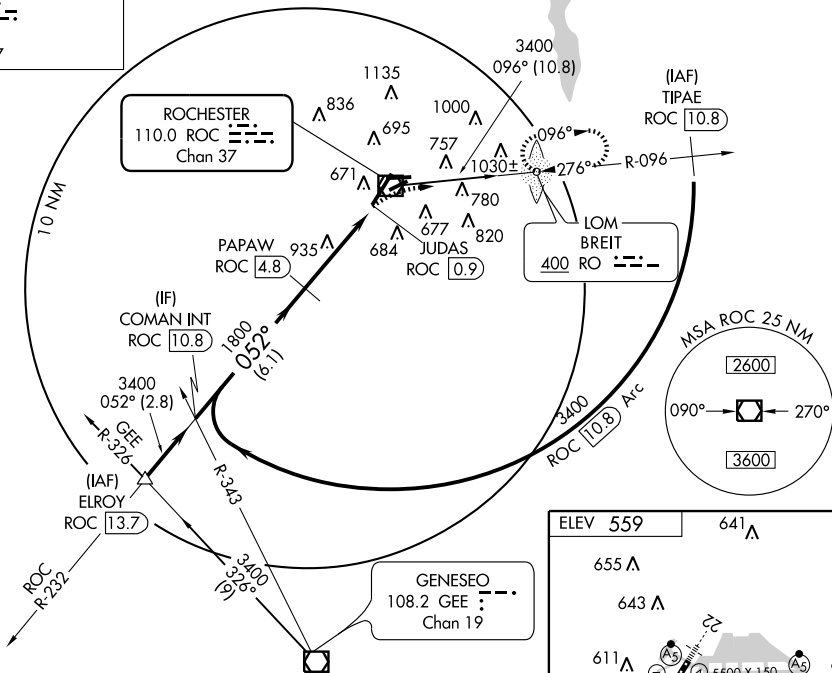
MISSED APPROACH: Climbing right turn to 3000 via heading 060° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 387.0
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ALTERNATE MISSED
APCH FIX



ROCHESTER
ROC 110.0
Chan 37



1942
▲

(IF)
COMAN INT
ROC 10.8

GEE
ROC 13.7

ELROY
ROC 13.7

ROC R-232

ROC R-343

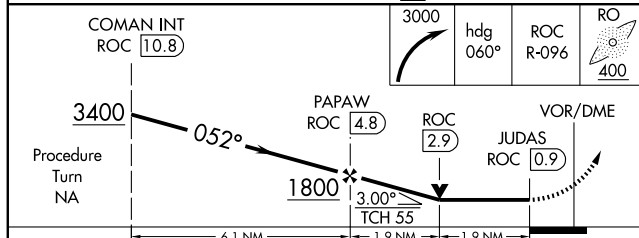
ROC R-326

ROC R-096

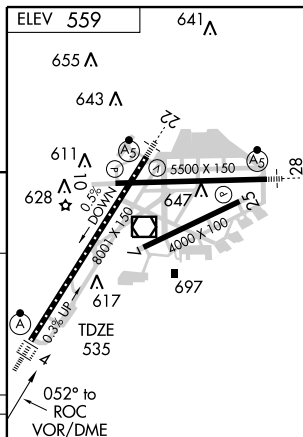
ROC R-096

ROC R-096

ROC R-096



CATEGORY	A	B	C	D
S-4	1200/40	665 (700-¾)	1200/60	1200-1½
CIRCLING	1200-1	641 (700-1)	665 (700-1¼)	665 (700-1½)
			1200-1¾	1240-2¼
			641 (700-1¾)	681 (700-2¼)



TDZ/CL Rwy 4
REL Rwy 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwy 10-28 and 4-22

ROCHESTER, NEW YORK

Amdt 3A 10098

ROCHESTER / GREATER ROCHESTER INTL (ROC)

43°07'N - 77°40'W

VOR/DME RWY 4

VOR RWY 4

VOR/DME ROC 110.0 Chan 37	APP CRS 052°	Rwy ldg TDZE Apt Elev 8001 535 559
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ROCHESTER / GREATER ROCHESTER INTL (ROC)

▼ For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.
▲ Visibility reduction by helicopters NA.

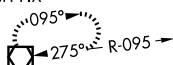
ALSF-2



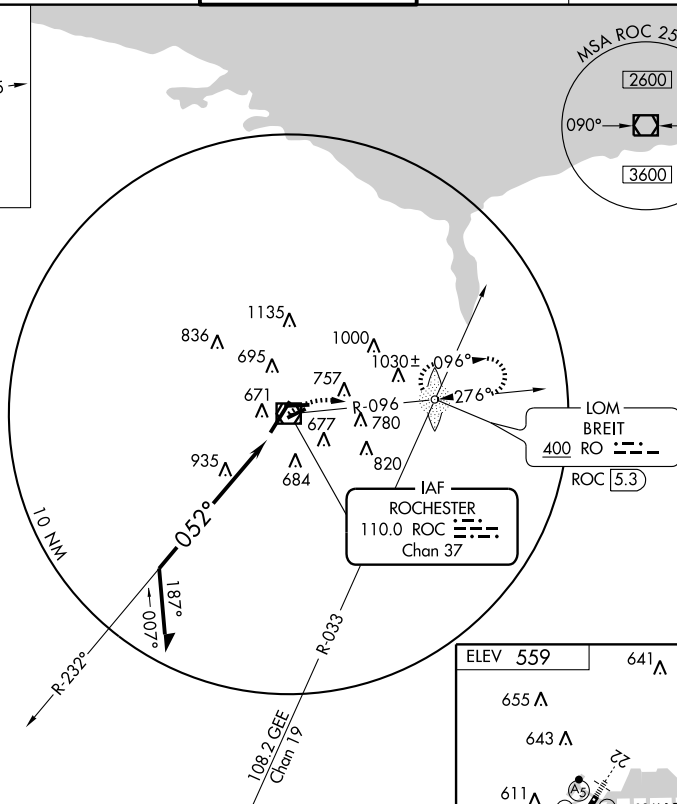
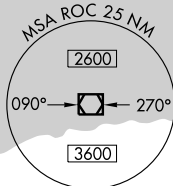
MISSED APPROACH: Climbing right turn to 3000 via heading 130° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 387.0
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ALTERNATE MISSED
APCH FIX



ROCHESTER
ROC
110.0
Chan 37



▲ 1942

Remain
within 10 NM

VOR/DME

3000

130°

ROC

R-096

RO

400

2600

232°

052°

ELEV 559

641 ▲

655 ▲

643 ▲

611 ▲

628 ▲

647 ▲

617 ▲

697 ▲

TDZE 535

038° UP

033° UP

052° to ROC VOR/DME

052° to ROC VOR/DME

052° to ROC VOR/DME

052° to ROC VOR/DME

052° to ROC VOR/DME

052° to ROC VOR/DME

052° to ROC VOR/DME

052° to ROC VOR/DME

052° to ROC VOR/DME

052° to ROC VOR/DME

052° to ROC VOR/DME

052° to ROC VOR/DME

052° to ROC VOR/DME

052° to ROC VOR/DME

052° to ROC VOR/DME

CATEGORY	A	B	C	D
S-4	1240/40	705 (700-¾)	1240-1½ 705 (700-1½)	1240-1¾ 705 (700-1¾)
CIRCLING	1240-1	681 (700-1)	1240-2 681 (700-2)	1240-2¼ 681 (700-2¼)

TDZ/CL Rwy 4
REIL Rws 7, 10 and 25
MIRL Rwy 7-25
HIRL Rws 10-28 and 4-22

ROCHESTER, NEW YORK

Amdt 11A 10098

ROCHESTER / GREATER ROCHESTER INTL (ROC)

43°07'N - 77°40'W

VOR RWY 4

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Turbojet aircraft climb heading 042° to 1200, then via heading 360° to 2200 or assigned ATC altitude. Thence . . .

All other aircraft climb heading 042° to 2200 or assigned ATC altitude. Thence . . .

TAKEOFF RUNWAY 7: Climb heading 074° to 2200 or assigned ATC altitude.

Thence . . .

TAKEOFF RUNWAY 10: Climb heading 098° to 2200 or assigned ATC altitude.

Thence . . .

TAKEOFF RUNWAY 22: Climb heading 222° to 2200 or assigned ATC altitude.

Thence . . .

TAKEOFF RUNWAY 25: Climb heading 254° to 2200 or assigned ATC altitude.

Thence . . .

TAKEOFF RUNWAY 28: Climb heading 278° to 2200 or assigned ATC altitude.

Thence . . .

. . . . Expect radar vectors to intercept file/assigned route or enroute fix or navaid. Maintain 10000 or assigned lower altitude. Expect further clearance to requested altitude/flight level ten minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 4: Tower 1806' from DER, 816' right of centerline, 60' AGL/611' MSL.

Tree 2081' from DER, 531' left of centerline, 53' AGL/612' MSL.

Tower 2.25 NM from DER, 1.43 NM left of centerline, 600' AGL/1135' MSL.

Rwy 7: Multiple trees beginning 2732' from DER, 426' left of centerline, 78' AGL/622' MSL.

Flag pole on dome 1.4 NM from DER, 1139' right of centerline, 213' AGL/757' MSL.

Rwy 10: Flag pole on dome 1.2 NM from DER, 1546' left of centerline, 213' AGL/757' MSL.

Multiple trees 741' from DER, 355' left of centerline, 83' AGL/617' MSL.

Fence 313' from DER, 407' left of centerline, 18' AGL/552' MSL.

Rwy 22: Obstruction light on tower 2.2 NM from DER, 3550' right of centerline, 412' AGL/935' MSL.

Tree 3026' from DER, 935' left of centerline, 102' AGL/621' MSL.

Tree 1997' from DER, 832' right of centerline, 68' AGL/587' MSL.

Rwy 25: Tower and multiple poles beginning 1523' from DER, 330' left of centerline, 85' AGL/617' MSL.

Rwy 28: Railroad 627' from DER, 539' right of centerline, 23' AGL/574' MSL.

Multiple trees beginning 1188' from DER, 112' right of centerline, 88' AGL/632' MSL.

Multiple trees and towers beginning 1540' from DER, 148' left of centerline, 87' AGL/626' MSL.

AIRPORT DIAGRAM

AL-9515 (FAA)

ROME/GRIFFISS INTL (RME)
ROME, NEW YORK

ATIS

118.7

GRIFFISS TOWER ★

118.1 291.1

GND CON

121.9 291.1

D

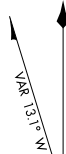
FIELD
ELEV
504

RWY 15-33

S-100, D-240, 2D-500

744 ±

43°15'N

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E

11820 X-200

43°14'N

43°13'N

TWR
504ELEV
498

33

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

75°25'W

75°24'W

AIRPORT DIAGRAM

ROME, NEW YORK
ROME/GRIFFISS INTL (RME)

NE-2, 21 OCT 2010 to 18 NOV 2010

ROME

BECKS GROVE (K16) 8 NW UTC-5(-4DT) N43°15.05' W75°36.26'

NEW YORK

450 NOTAM FILE BUF

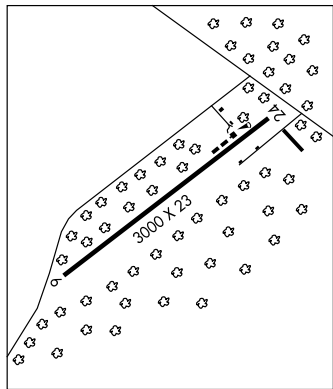
RWY 06-24: H3000X23 (ASPH) S-12 LIRL (NSTD)

RWY 06: Trees/brush. **RWY 24:** Road.

AIRPORT REMARKS: Attended Mon-Fri daltg hours. Large birds (turkeys) and deer on and invof Rwy 06-24. Rwy 24 has +29' brush 490' from thld, 11' right. Center 23' of rwy is paved for full length and 90' width is avbl between rwy lgts for tkof and ldg. Note that bldg, bushes are 45-55' north of centerline at 675' from Rwy 24 thld. NSTD LIRL Rwy 06-24 200' spacing; first lgt rwy end 06 100' from pavement end. First lgt rwy end 24 75' from pavement end; removed from late Oct-mid Apr due to plowing. Rwy lgts are 34' from rwy pavement edge and mark edge of 90' usable width. First three rwy lgts each end are red for night apch assistance and end of rwy warning, entire rwy length is usable for start of txf run and end of ldg roll-out. For NSTD LIRL Rwy 06-24 call 315-337-3367.

COMMUNICATIONS: CTAF/UNICOM 122.8

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.



GRIFFISS INTL (RME) 1 W UTC-5(-4DT) N43°14.03' W75°24.42'

NEW YORK

504 B S4 **FUEL** 100LL, JET A TPA—See Remarks ARFF Index—See Remarks
NOTAM FILE RME

H-11C, 12K, L-32F
IAP, AD

RWY 15-33: H11820X200 (CONC-GRVD) S-100, D-240, 2D-500 PCN 71 R/B/W/T HIRL

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 33: MALSR. PAPI(P4L)—GA 3.0° TCH 56'. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 15: TORA-11820 TODA-11820 ASDA-11820 LDA-11820

RWY 33: TORA-11820 TODA-11820 ASDA-11820 LDA-11820

AIRPORT REMARKS: Attended continuously. Migratory Bird Alert Aug-Nov and Apr-May. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 315-736-0575. Class IV, ARFF Index A. Index C coverage is avbl upon request. Rwy 15-33 50' wide paved shoulders. Rwy 33 designated calm wind rwy.

TPA—2004(1500) piston acft, 2504 (2000) turbine acft. Portions of apron not visible from twr. When twr clsd, ACTIVATE HIRL Rwy 15-33, MALSR Rwy 33, REIL Rwy 15 and twy lgts —CTAF.

WEATHER DATA SOURCES: ASOS (315) 334-4360.

COMMUNICATIONS: CTAF 118.1 ATIS 118.7 UNICOM 122.95

Ⓡ SYRACUSE APP/DEP CON 120.925

TOWER 118.1 (1200-0200Z) **GND CON** 121.9

AIRSPACE : CLASS D svc 1200-0200Z, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE UCA.

UTICA (L) VORTAC 111.2 UCA Chan 49 N43°01.59' W75°09.87' 331° 16.4 NM to fld. 1420/12W.

ILS 109.1 I-FQY Rwy 15.

ILS/DME 110.1 I-RME Chan 38 Rwy 33. Class IT. LOC unusable byd 6.0 NM from thld abv 4200'.
LOC unusable within thld abv 4200'.

ROUND LAKE (W57) 2 E UTC-5(-4DT) N42°55.75' W73°46.22'

NEW YORK

175 NOTAM FILE BTW

RWY 14-32: 2028X76 (TURF)

RWY 14: Trees.

RWY 32: Trees.

AIRPORT REMARKS: Attended on call. Deer on and invof arpt. Arpt CLOSED to itinerant acft Nov-Apr. Rwy 14-32 as 80 ft trees rgt and left of centerline in primary surface. Rwy 14-32 soft during spring (Mar-Jun). Military helicopters and ultralight acft use rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

• • • • •

155

WATERWAY 14W-32W: 4000X600 (WATER)

LOC/DME I-RME	APP CRS	Rwy Idg	11820
110.1	327°	TDZE	498
Chan 38		Apt Elev	504

ILS or LOC RWY 33

ROME/GRIFFISS INTL (RME)

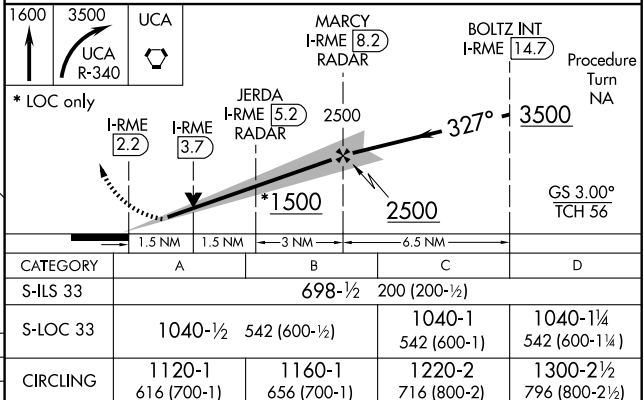
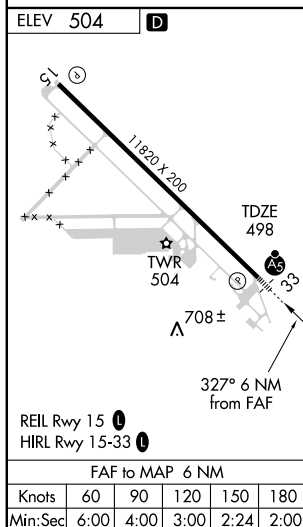
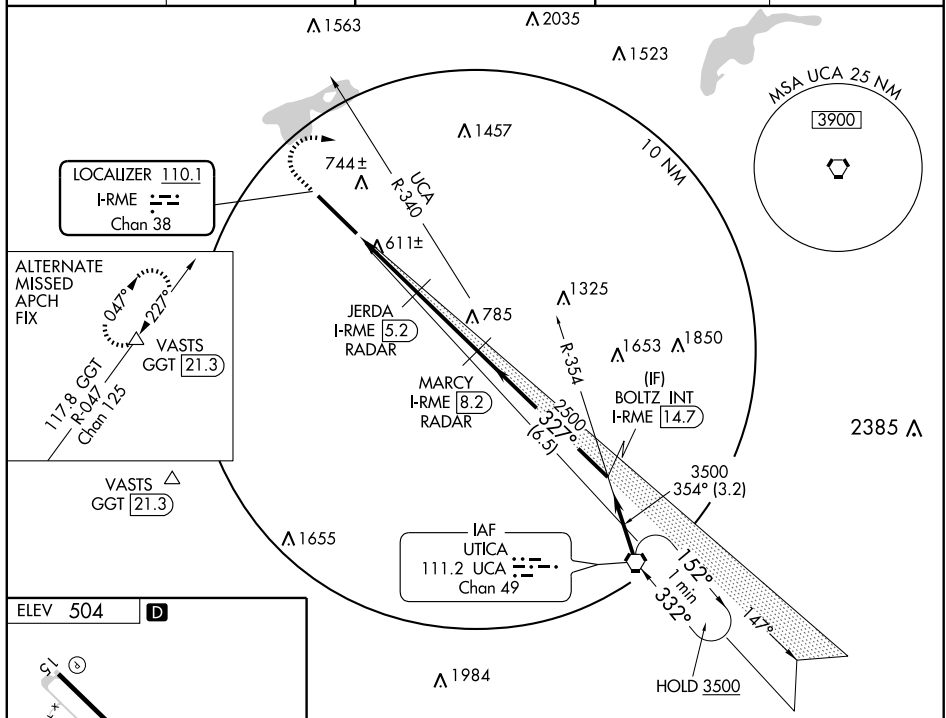
⚠ Circling NA west of Rwy 15-33. DME or Radar required. When local altimeter setting not received, use Syracuse altimeter setting and increase S-ILS 33 DA to 783. Increase all MDA 100 feet and increase S-LOC 33 Cats C/D visibility ¼ mile. Increase Circling Cat C visibility ¼ mile, Cat D ¼ mile. For inoperative MALSR, when using Syracuse altimeter setting, increase S-ILS 33 all Cats visibility to 1. VDP NA when using Syracuse altimeter setting.

MALSR



MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 via UCA VORTAC R-340 to UCA VORTAC and hold.

ATIS 118.7	SYRACUSE APP CON 120.925 269.5	GRIFFISS TOWER★ 118.1 (CTAF) 291.1	GND CON 121.9 291.1	UNICOM 122.95
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WAAS CH 82206 W15A	APP CRS 147°	Rwy Idg 11820 TDZE 504 Apt Elev 504
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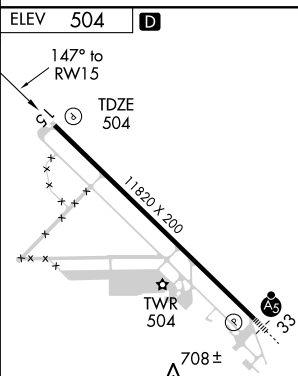
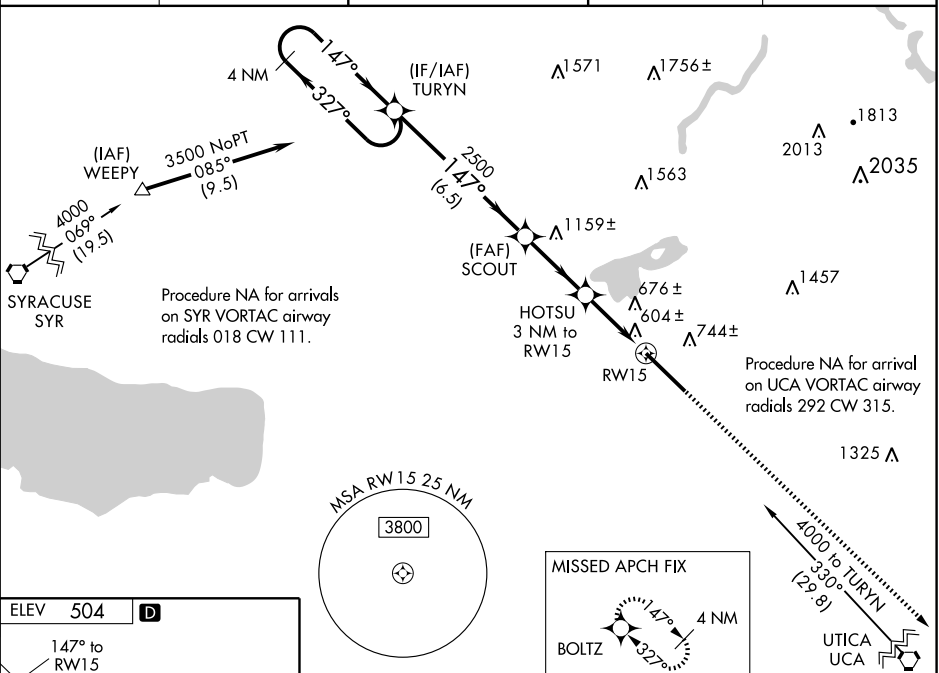
RNAV (GPS) RWY 15

ROME/GRIFFISS INTL (RME)

▼ Circling NA West of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 100 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats B visibility ¼ mile; Circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Syracuse altimeter setting.

MISSED APPROACH: Climb to 3500 direct BOLTZ and hold.

ATIS 118.7	SYRACUSE APP CON 120.925 269.5	GRIFFISS TOWER ★ 118.1 (CTAF) 291.1	GND CON 121.9 291.1	UNICOM 122.95
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REIL Rwy 15
HIRL Rwy 15-33

4 NM Holding Pattern		TURYN		SCOUT		HOTSU 3 NM to RW15		3500	BOLTZ
3500		←327° 147°→		147°		2500		* LNAV only	
GS 3.00° TCH 55		2500		*1500		*1.2 NM to RW15		RW15	
		6.5 NM		3 NM		1.8 NM		1.2	
CATEGORY	A	B	C	D					
LPV DA	704-1 200 (200-1)								
LNAV/ VNAV DA	1052-2 548 (600-2)								
LNAV MDA	940-1	436 (500-1)	940-1¼ 436 (500-1¼)	940-1½ 436 (500-1½)					
CIRCLING	1120-1 616 (700-1)	1160-1 656 (700-1)	1220-2 716 (800-2)	1300-2½ 796 (800-2½)					

WAAS CH 42906 W33A	APP CRS 327°	Rwy Idg 11820 TDZE 498 Apt Elev 504
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RNAV (GPS) RWY 33

ROME/GRIFFISS INTL (RME)

⚠ Circling NA west of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 85 feet and all MDA 100 feet; increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat B visibility ¼ mile; Circling Cats C/D visibility ½ mile. For inoperative MALS, when using Syracuse altimeter setting, increase LPV visibility all Cats ¼ mile. Baro-VNAV and VDP NA when using Syracuse altimeter setting.

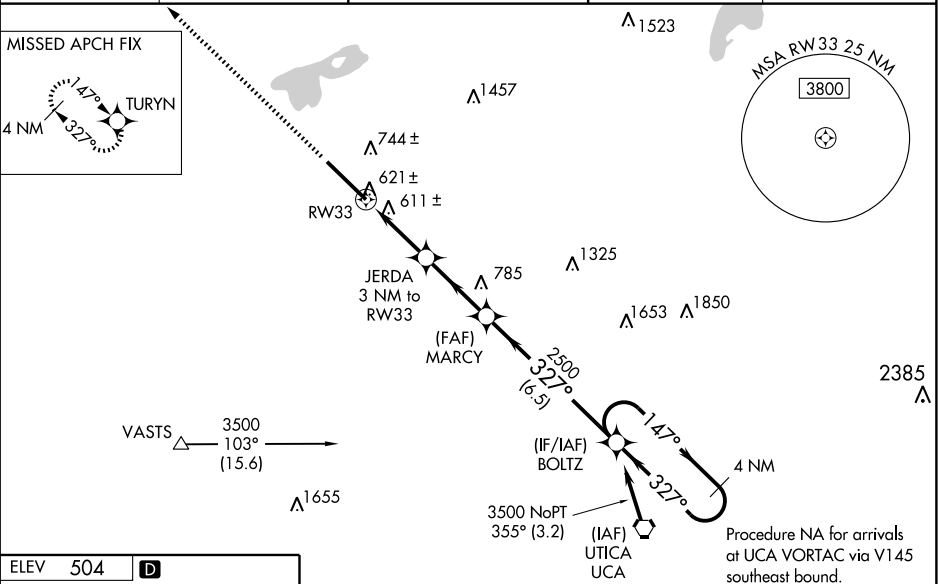
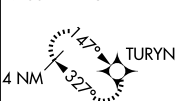
MALS



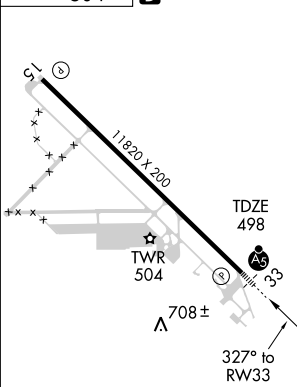
MISSED APPROACH: Climb to 3500 direct TURYN and hold.

ATIS 118.7	SYRACUSE APP CON 120.925 269.5	GRIFFISS TOWER ★ 118.1 (CTAF) 291.1	GND CON 121.9 291.1	UNICOM 122.95
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MISSED APCH FIX



ELEV 504



REIL Rwy 15 **0**
HIRL Rwy 15-33 **0**

	3500	TURYN	JERDA 3 NM to RW33	MARCY 2500	BOLTZ	4 NM Holding Pattern
			*1.5 NM to RW33			
			*1500			
CATEGORY	A	B	C	D		
LPV DA	698-½	200 (200-½)				
LNAV/VNAV DA	1011-1¼	513 (600-1¼)				
LNAV MDA	1040-½	542 (600-½)	1040-1	1040-1¼		
			542 (600-1)	542 (600-1¼)		
CIRCLING	1120-1	1160-1	1220-2	1300-2½		
	616 (700-1)	656 (700-1)	716 (800-2)	796 (800-2½)		

ROME, NEW YORK

Amdt 1 03JUN10

43°14'N-75°24'W

ROME/GRIFFISS INTL (RME)

RNAV (GPS) RWY 33

NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC UCA 111.2 Chan 49	APP CRS 151°	Rwy Idg 11820 TDZE 504 Apt Elev 504
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VOR/DME RWY 15
ROME/GRIFFISS INTL (RME)

T
A NA Circling NA west of Rwy 15-33.

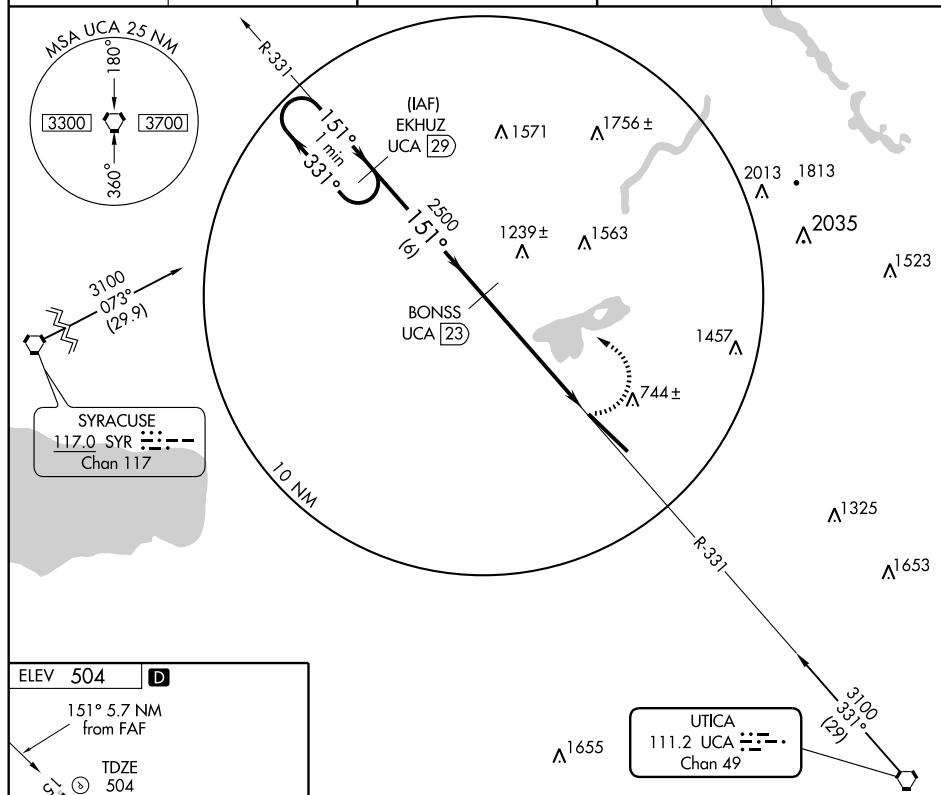
MISSED APPROACH: Climbing left turn to 3100 via heading 270° and UCA R-331 to EKHUZ/UCA 29 DME and hold.

ATIS
118.7

SYRACUSE APP CON
120.925 269.5

GRIFFISS TOWER ★
 118.1 (CTAF) **L** 291.1

GND CON
121.9 291.1

UNICOM
122.95

ELEV 504	D
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✓ 151° 5.7 NM
from FAF

TDZE
504

11820 X 200

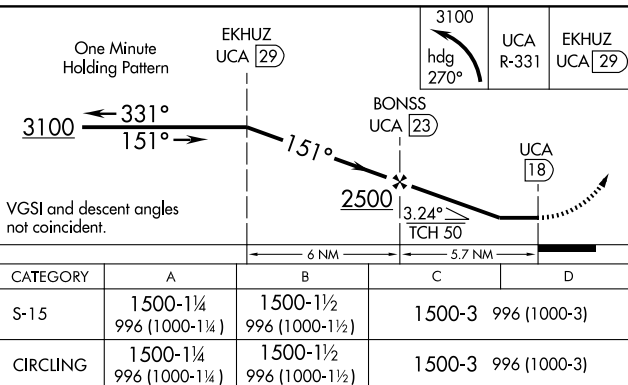
TWR

RFII Rwy 1.5 L

HIRL Rwy 15-33 L

ROME, NEW YORK

Orig 10294



ROME/GRIFFISS INTL (RME)

VOR/DME RWY 15

43°14'N-75°24'W

NE-2: 21 OCT 2010 to 18 NOV 2010

VORTAC UCA 111.2 Chan 49	APP CRS 332°	Rwy Idg 11820 TDZE 499 Apt Elev 504
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VOR/DME RWY 33
ROME/GRIFFISS INTL (RME)

T	
A NA	Circling NA west of Rwy 15-33.

MALSR

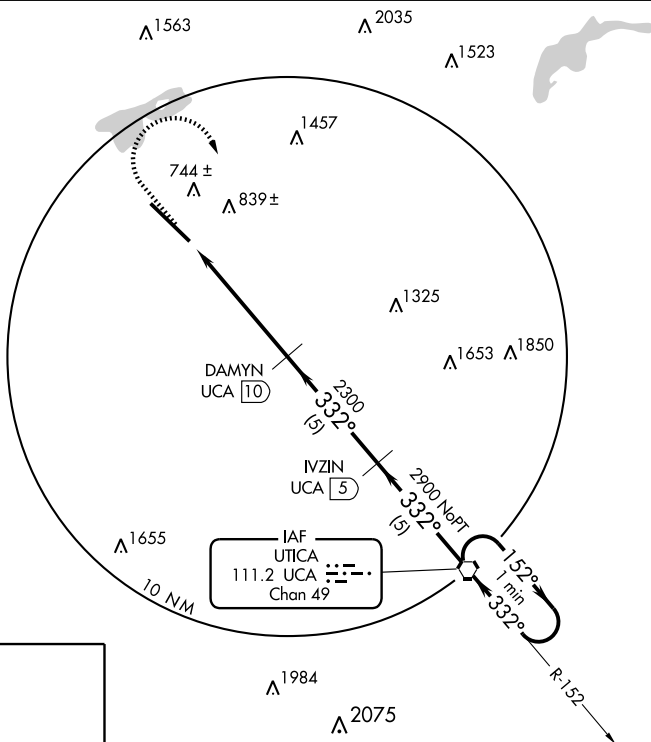
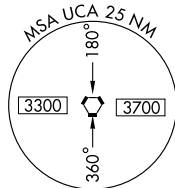
MISSED APPROACH: Climb to 1300, then climbing right turn to 3500 via heading 180° and UCA R-332 to UCA VORTAC and hold.

ATIS
118.7

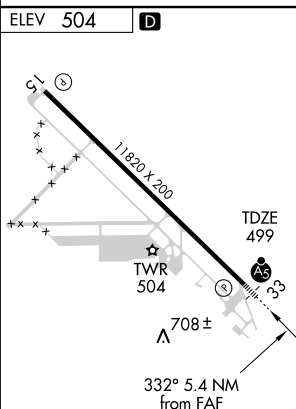
SYRACUSE APP CON
120.925 269.5

GRIFISS TOWER★
118.1 (CTAF) **L** 291.1

GND CON
121.9 291.1

UNICOM
122.95

NoPT arrivals on UCA airway radials 086 CW 182.



REIL Rwy 15 **L**
HIRL Rwy 15-33 **L**

1300 ↑

3500 hdg 180°

UCA R-332

UCA

IVZIN UCA (5)

VORTAC

One Minute Holding Pattern

UCA (13.2)

DAMYN UCA (10)

UCA (15)

332°

152° →

3500

2900

3.05°

TCH 50

2300

0.4 1.8 3.2 NM 5 NM

CATEGORY	A	B	C	D
S-33	1240-½ 741 (800-½)	1240-¾ 741 (800-¾)	1240-1¾ 741 (800-1¾)	1240-2 741 (800-2)
CIRCLING	1240-1 736 (800-1)	1240-1¼ 736 (800-1¼)	1240-2¼ 736 (800-2¼)	1260-2½ 756 (800-2½)

ROME, NEW YORK
Orig-A 10294

43°14'N-75°24'W

ROME/GRIFFISS INTL (RME)
VOR/DME RWY 33

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

ROUSES POINT SPB (K21) 0 E UTC-5(-4DT) N44°59.50' W73°21.81'

MONTREAL

95 FUEL MOGAS AOE NOTAM FILE BTW

WATERWAY ALL WAY: 7900X500 (WATER)

SEAPLANE REMARKS: Unattended. Marine 93 octane avbl only. CAUTION: Extensive watercraft activity on and in vicinity of arpt. Landing possible all directions. Call US CUSTOMS prior to arrival at 518-298-8346 or 518-298-7904. Coordinate actual point of ldg at 1-800-827-2851. 1 hour advance notice required.

COMMUNICATIONS: CTAF 122.9

ROYALTON (See GASPORT)

SANDS PONT SPB (See PORT WASHINGTON)

SARANAC LAKE N44°23.07' W74°12.27' NOTAM FILE SLK.

MONTREAL

(L) VOR/DME 109.2 SLK Chan 29 at Adirondack Rgnl. 1650/14W.

L-326

VOR portion unusable:

252°-037° byd 15 NM blo 10,000'

038°-058° byd 24 NM blo 10,000'

038°-058° byd 15 NM blo 5000'

059°-100° byd 15 NM blo 10,000'

DME portion unusable all radials byd 38 NM blo 5000'

RCO 122.1R 109.2T (BURLINGTON RADIO)

SARANAC LAKE

ADIRONDACK RGNL (SLK) 4 NW UTC-5(-4DT) N44°23.12' W74°12.37'

MONTREAL

1663 B S8 FUEL 100LL, JET A ARFF Index-See Remarks. NOTAM FILE SLK

H-11C, 12K, L-326

RWY 05-23: H6573X150 (ASPH-GRVD) S-40, D-73, 2S-92, 2D-115 HIRL 0.4% up NE

IAP

RWY 05: PAPI(P4L)—GA 3.0° TCH 35'. Trees.

RWY 23: MALSR. Trees.

RWY 09-27: H3998X100 (ASPH) S-40, D-73, 2S-92, 2D-115

MIRL

RWY 09: Trees.

RWY 27: Trees.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 05: TORA-6573 TODA-6573 ASDA-6573 LDA-6573

RWY 09: TORA-3998 TODA-3998 ASDA-3998 LDA-3998

RWY 23: TORA-6573 TODA-6573 ASDA-6333 LDA-6333

RWY 27: TORA-3998 TODA-3998 ASDA-3998 LDA-3998

AIRPORT REMARKS: Attended 1100-0200Z±. For arpt attendant after hours call 518-637-7329. Class II, ARFF Index A. PPR 48 hr before for unscheduled acft ops with more than 30 passenger seats call arpt manager 518-891-4600 ext 106. Index B coverage is provided. Twy B unavbl to acft with wingspan 79' and abv. Above ground twy edge lghts adjacent to Twy B tie down apron area. Rwy 09 NSTD markings, thld markings 400' from rwy end. ACTIVATE HIRL Rwy 05-23, MIRL Rwy 09-27, MALSR Rwy 23, PAPI Rwy 05 and twy lghts—CTAF. Landing fee.

WEATHER DATA SOURCES: ASOS 124.175 (518) 891-6696.

COMMUNICATIONS: CTAF/UNICOM 123.0

SARANAC LAKE RCO 122.1R 109.2T (BURLINGTON RADIO)

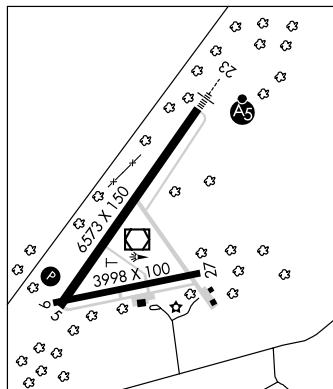
BOSTON CENTER APP/DEP CON 120.35

RADIO AIDS TO NAVIGATION: NOTAM FILE SLK.

SARANAC LAKE (L) VOR/DME 109.2 SLK Chan 29 N44°23.07' W74°12.27' at fld. 1650/14W.

BRIEL NDB (LOM) 395 SL N44°28.61' W74°07.45' 227° 6.5 NM to fld.

ILS 108.9 I-SLK Rwy 23. Class IA. LOM BRIEL NDB. Unmonitored.



SARATOGA CO (See SARATOGA SPRINGS)

ILS RWY 23

SARANAC LAKE / ADIRONDACK RGNL (SLK)

LOC I-SLK 108.9	APP CRS 229°	Rwy Idg TDZE 6333 Apt Elev 1663
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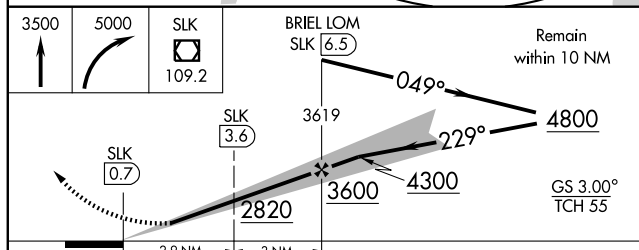
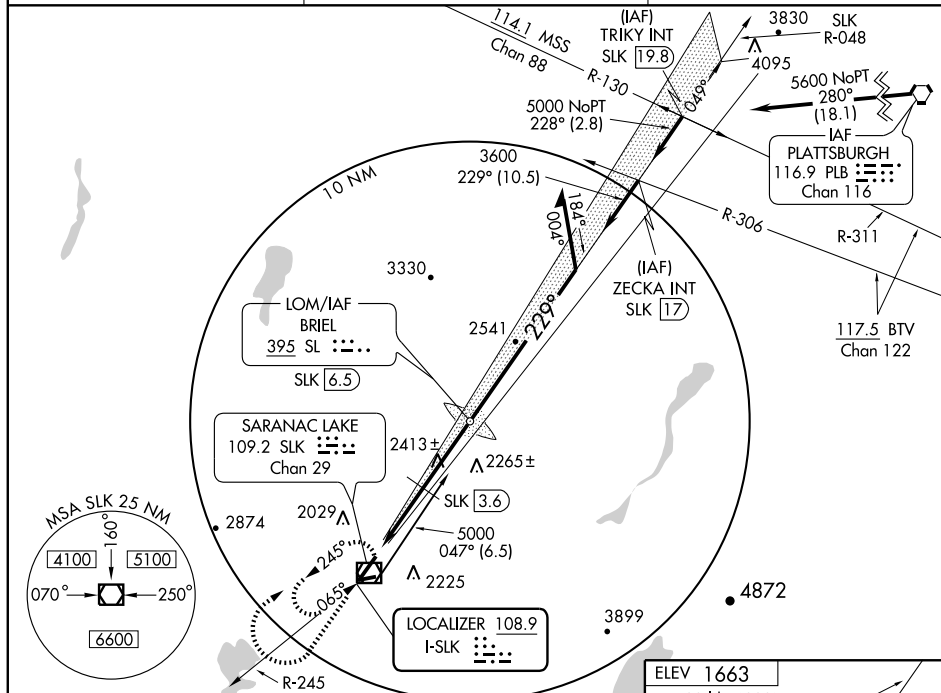


Inoperative table does not apply to S-LOC 23 Cat A.
For inoperative MALSR's increase S-LOC 23 Cat B
visibility to 1½ miles.

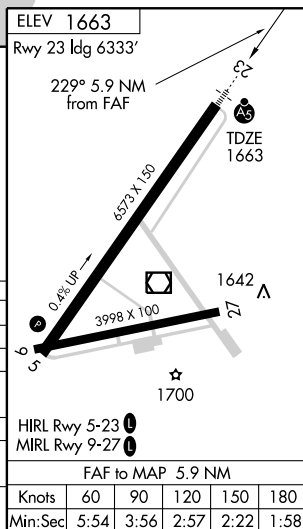


MISSED APPROACH: Climb to 3500,
then climbing right turn to 5000 direct
SLK VOR/DME and hold.

ASOS 124.175	BOSTON CENTER 120.35 342.25	UNICOM 123.0 (CTAF) 0
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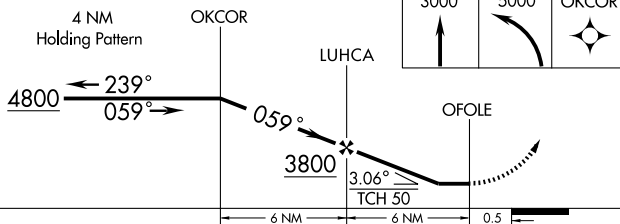
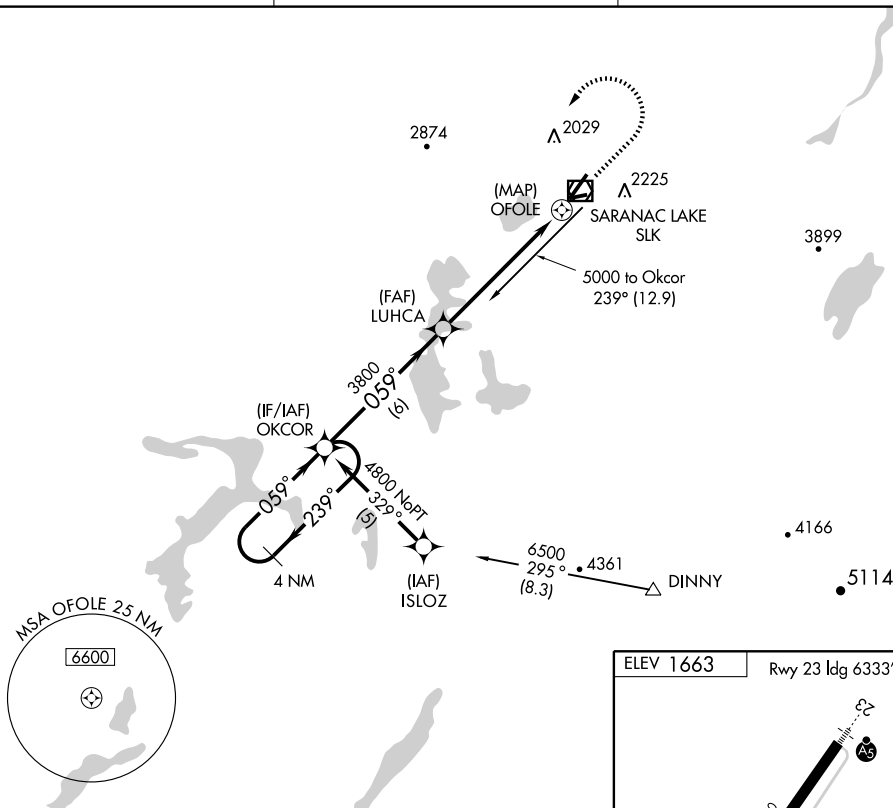


CATEGORY	A	B	C	D
S-ILS 23		1863-½	200 (200-½)	
S-LOC 23	2820-1¼	1157 (1200-1¼)	2820-2½	1157 (1200-2½)
CIRCLING	2820-1¼	2820-1½	2820-3	1157 (1200-3)
	1157 (1200-1¼)	1157 (1200-1½)		
DME MINIMUMS				
S-LOC 23	2260-½	597 (600-½)	2260-1	2260-1¼
			597 (600-1)	597 (600-1¼)
CIRCLING	2700-1	2820-1½	2820-3	1157 (1200-3)
	1037 (1100-1)	1157 (1200-1½)		

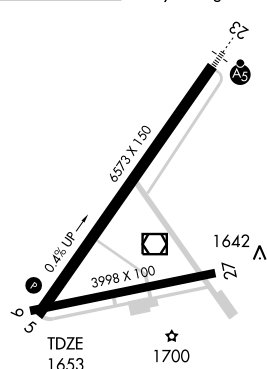


RNAV (GPS) RWY 5

SARANAC LAKE / ADIRONDACK RGNL (SLK)

APP CRS
059°Rwy Idg **6573**
TDZE **1653**
Apt Elev **1663**GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.MISSED APPROACH: Climb to 3000, then climbing
left turn to 5000 direct OKCOR WP and hold.ASOS
124.175BOSTON CENTER
120.35 342.25UNICOM
123.0 (CTAF) 0

ELEV 1663 Rwy 23 Idg 6333'



CATEGORY	A	B	C	D
LNAV MDA	2340-1 687 (700-1)	2340-2 687 (700-2)	2340-2 1/4 687 (700-2 1/4)	2340-2 1/4 687 (700-2 1/4)
CIRCLING	2600-1 1/4 937 (1000-1 1/4)	2720-1 1/2 1057 (1100-1 1/2)	2720-3 1057 (1100-3)	

HIRL Rwy 5-23 0
MIRL Rwy 9-27 0SARANAC LAKE, NEW YORK
Orig 07242SARANAC LAKE / ADIRONDACK RGNL (SLK)
44°23'N - 74°12'W
RNAV (GPS) RWY 5

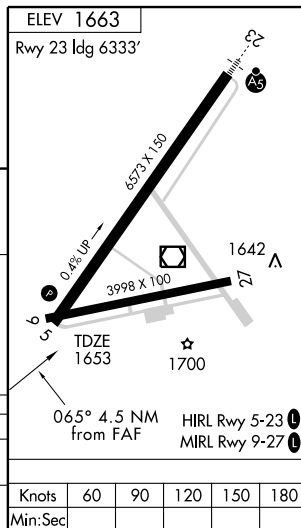
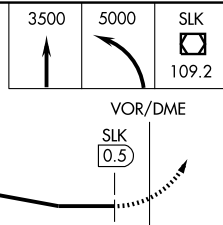
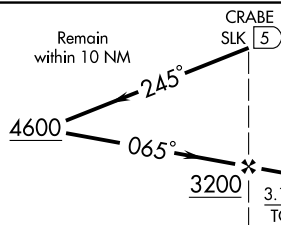
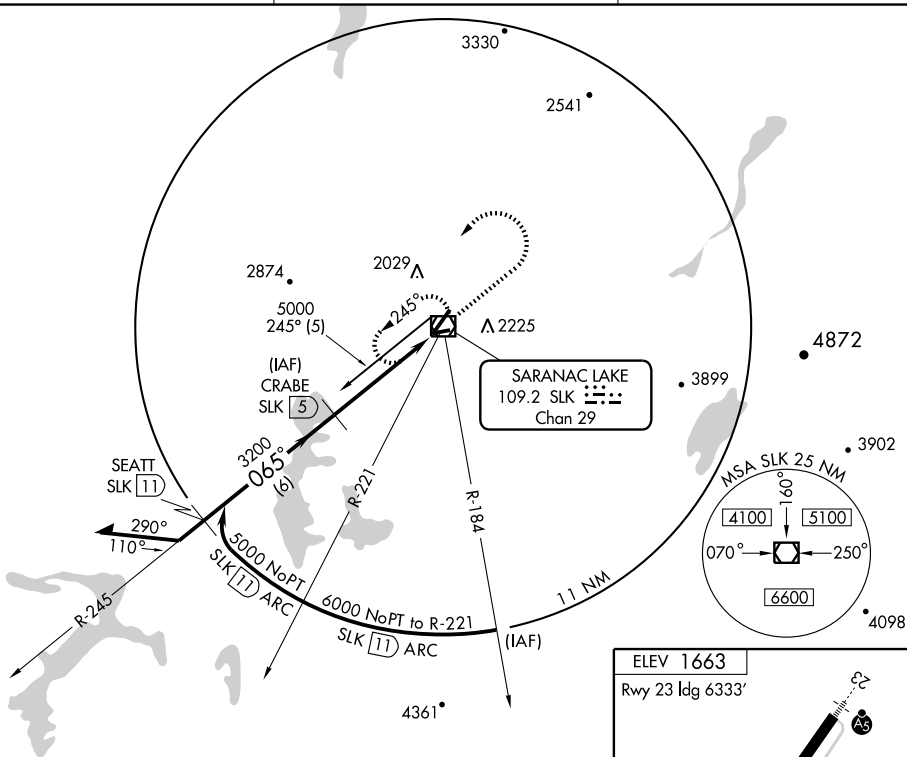
VOR/DME SLK 109.2 Chan 29	APP CRS 065°	Rwy ldg TDZE Apt Elev 1653 1663
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VOR/DME RWY 5

SARANAC LAKE / ADIRONDACK RGNL (SLK)



MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.

ASOS
124.175BOSTON CENTER
120.35 342.25UNICOM
123.0 (CTAF) 0

CATEGORY	A	B	C	D
S-5	2460-1 807 (800-1)	2460-1¼ 807 (800-1¼)	2460-2¼ 807 (800-2¼)	2460-2½ 807 (800-2½)
CIRCLING	2600-1¼ 937 (1000-1¼)	2720-1½ 1057 (1100-1½)	2720-3	1057 (1100-3)

Knots	60	90	120	150	180
Min:Sec					

SARANAC LAKE, NEW YORK

Amdt 3 07242

SARANAC LAKE / ADIRONDACK RGNL (SLK)

44°23'N - 74°12'W

VOR/DME RWY 5

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SLK 109.2 Chan 29	APP CRS 083°	Rwy ldg TDZE Apt Elev 1643	3998 1643 1663
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VOR or GPS RWY 9

SARANAC LAKE / ADIRONDACK RGNL (SLK)

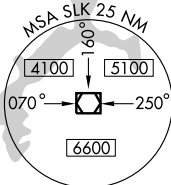
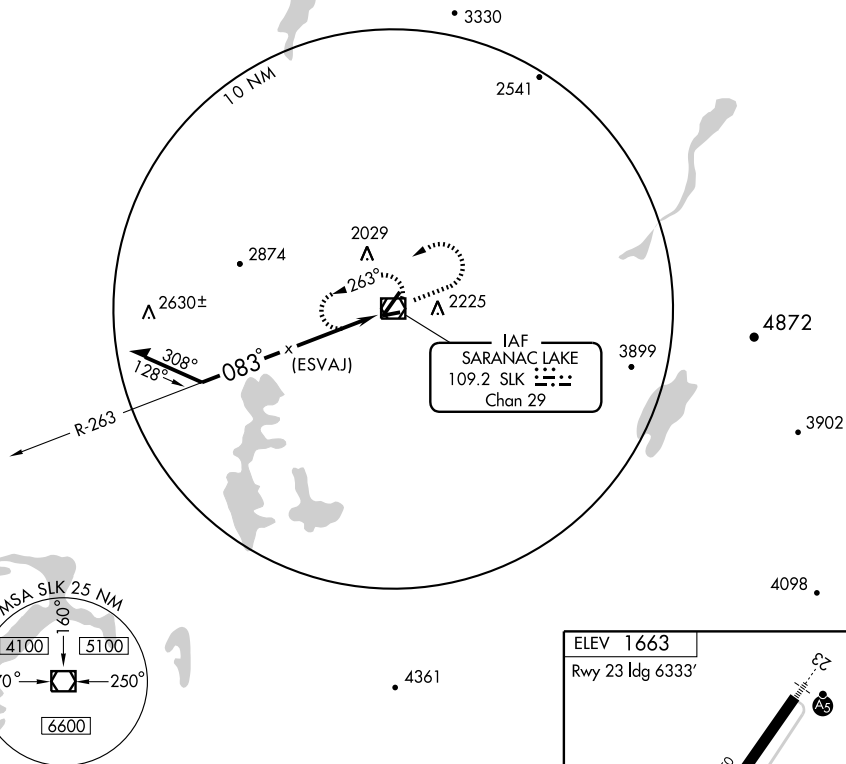


MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.

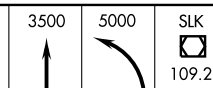
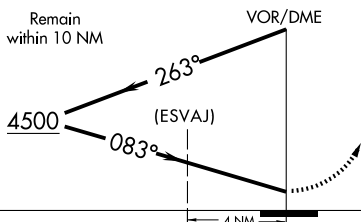
ASOS
124.175

BOSTON CENTER
120.35 342.25

UNICOM
123.0 (CTAF) 0

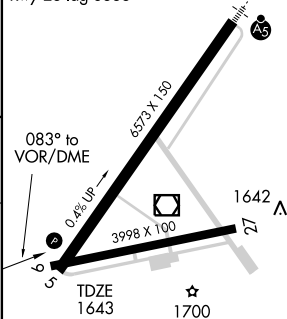


Remain
within 10 NM



ELEV 1663

Rwy 23 ldg 6333'



HIRL Rwy 5-23 0

MIRL Rwy 9-27 0

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-9	3000-1¼ 1357 (1400-1¼)	3000-1½ 1357 (1400-1½)	3000-3	1357 (1400-3)
CIRCLING	3000-1¼ 1337 (1400-1¼)	3000-1½ 1337 (1400-1½)	3000-3	1337 (1400-3)

SARANAC LAKE, NEW YORK

Amdt 1 07242

SARANAC LAKE / ADIRONDACK RGNL (SLK)

44°23'N - 74°12'W

VOR or GPS RWY 9

SARATOGA SPRINGS

SARATOGA CO (5B2) 3 SW UTC-5(-4DT) N43°03.04' W73°51.70'

NEW YORK

434 B S4 FUEL 100LL, JET A OX 4 TPA-1201(767) LRA NOTAM FILE 5B2

L-32G

RWY 05-23: H4700X100 (ASPH-CONC-GRVD) S-30 MIRL

IAP

RWY 05: REIL. VASI(V4L)—GA 3.0°TCH 47'. Trees.

RWY 23: REIL. VASI(V4L)—GA 3.0°TCH 45'. Trees.

RWY 14-32: H4000X100 (ASPH-CONC) S-30 MIRL

RWY 14: Trees.

RWY 32: REIL. VASI(V4L)—GA 3.0°TCH 46.6'. Trees.

AIRPORT REMARKS: Attended 1230Z±—dusk. Albany ANG helicopters do touch and go ldg ops usually during daylight hours. Glider activity on weekends and occasionally weekdays with extensive pre-launch and after ldg gnd ops on shoulders of rwy in use. Year round federally and state protected habitat for Karner Blue Butterfly, unauthorized off-pavement ops prohibited. VASI clearance plane obstruction exists on Rwy 32 due to tree height. ACTIVATE MIRL Rwy 05-23, VASI Rwy 23, REIL Rwy 23 and twy lgtS—CTAF.

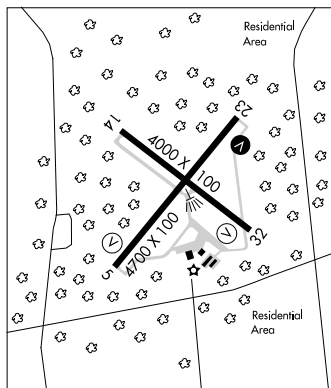
WEATHER DATA SOURCES: AWOS-3 132.025 (518) 884-9289**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ALBANY APP/DEP CON 118.05 GCO 118.125 (ALBANY CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) VORW/DME 115.0 CAM Chan 97 N42°59.66'

W73°20.64' 293° 23.0 NM to fld. 1490/14W. HIWAS.



SCHENECTADY

SCHENECTADY CO (SCH) 3 N UTC-5(-4DT) N42°51.15' W73°55.73'

NEW YORK

378 B S6 FUEL 100LL, JET A, J8 OX 2 LRA NOTAM FILE SCH

H-11C, 12K, L-32G

RWY 04-22: H7000X150 (ASPH-GRVD) S-95, D-175, 2D-348, 2D/2D2-850 HIRL 0.9% up NE

IAP, AD

RWY 04: MALSR. PAPI(P2L)—GA 3.0°TCH 55'. Tree.

RWY 22: PAPI(P2L)—GA 3.0°TCH 50'. Tree.

RWY 10-28: H4840X150 (ASPH-GRVD) S-55, D-134, 2S-170,

2D-218, 2D/D1-430, 2D/2D2-541, C5-559 MIRL

RWY 10: PAPI(P2L)—GA 4.0°TCH 50'. Thld displcd 200'. Tree.

RWY 28: REIL. PAPI(P2L)—GA 3.0°TCH 50'. Tree.

RWY 15-33: H2640X50 (ASPH) 2S-175 0.6% up NW

RWY 15: Pole. RWY 33: Tree.

AIRPORT REMARKS: Attended 1230-0330Z±. +60 ft dropoff 150 ft from Rwy 28 end. Birds on and in/ovt arpt. Rwy 15-33 cracks on rwy with weeds in cracks. Rwy 33 arrowheads ahead of thld bar painted white. Rwy 15 avbl for txf, Rwy 33 avbl for ldg. Rwy 15-33 avbl during daylight VFR conditions only. Rwy 15-33 CLOSED to acft 12,500 pounds and over. Fee for acft requesting twr svc 0330-1200Z±. No field or braking action reports available between 0330Z± and 1230Z± daily. Rwy 04 Rwy Alignment indicator lights (RAIL portion) of MALSR OTS indef. When twr clsd, ACTIVATE HIRL Rwy 04-22 and MIRL Rwy 10-28 and MALSR Rwy 04—121.3. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: AWOS-3 119.275 (518) 399-6586.**COMMUNICATIONS:** CTAF 121.3 UNICOM 122.95

Ⓡ ALBANY APP/DEP CON 118.05

TOWER 121.3 (1230-0330Z±) GND CON 121.9

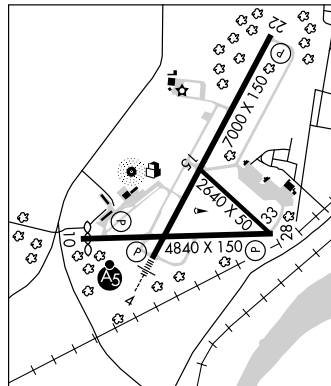
AIRSPACE: CLASS D svc 1230-0330Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALB. VHF/DF etc TOWER

ALBANY (L) VORTAC 115.3 ALB Chan 100 N42°44.84' W73°48.19' 332°8.4 NM to fld. 275/13W.

HAWKY NDB (LOM) 219 AL N42°49.04' W73°48.51' 305° 5.7 NM to fld. Unusable 160°-210° byd 10 NM.

HUNTER NDB (MHW) 356 HEU N42°51.18' W73°56.06' at fld. NOTAM FILE SCH.

ILS 109.7 I-SCH Rwy 04. Class IT.

COMM/NAV/WEATHER REMARKS: UNICOM use 130.55 for svc from FBO.

APP CRS	Rwy Idg	4700
052°	TDZE	434
	Apt Elev	434

RNAV (GPS) RWY 5

SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, LNAV Cat. C/D, Circling Cat. C visibility ¼ mile, and Circling Cat. D visibility ½ mile. VDP NA when using Albany altimeter setting.

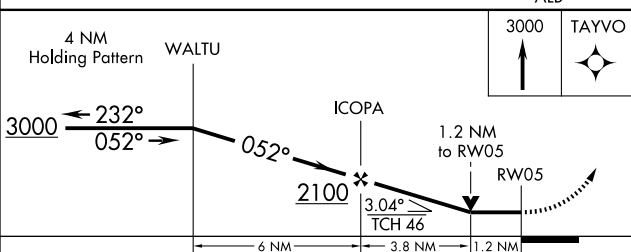
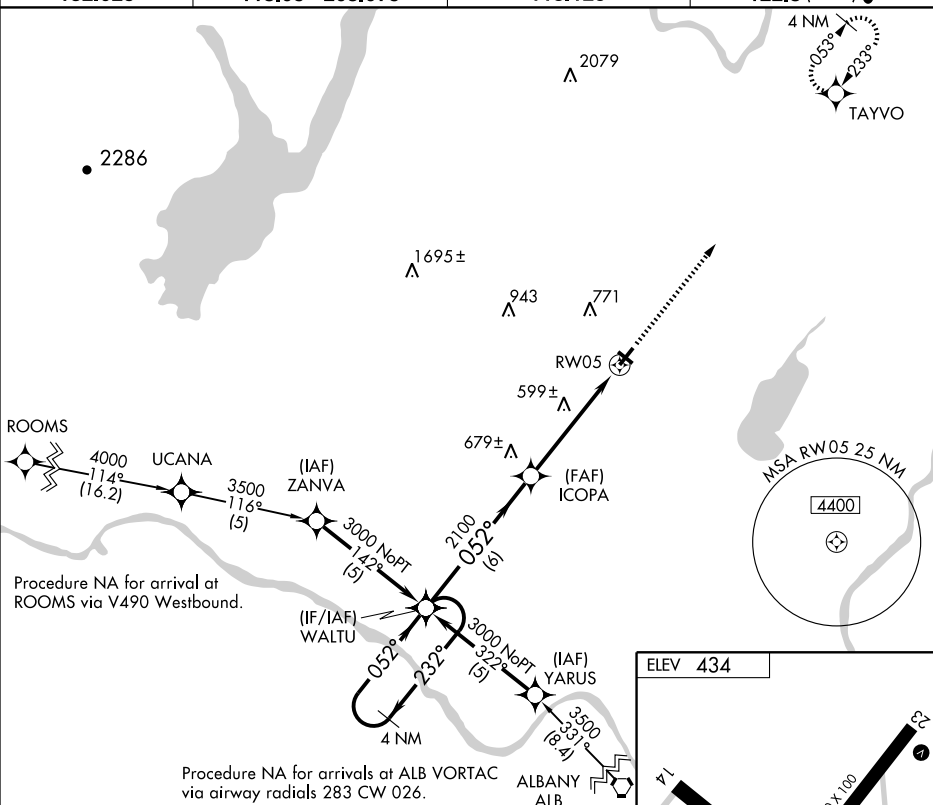
MISSED APPROACH: Climb to 3000 direct TAYVO and hold.

AWOS-3
132.025

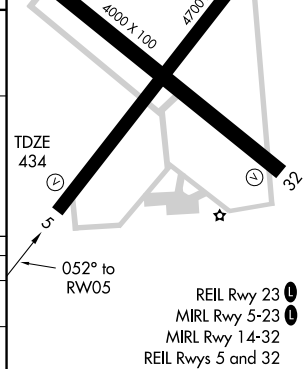
ALBANY APP CON
118.05 263.075

CLNC DEL (GCO)
118.125

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	860-1	426 (500-1)	860-1¼	426 (500-1¼)
CIRCLING	1000-1 566 (600-1)	1020-1 586 (600-1)	1080-1¾ 646 (700-1¾)	1100-2 666 (700-2)



WAAS CH 56611 W23A	APP CRS 233°	Rwy Idg TDZE 431 Apt Elev 434	4700
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RNAV (GPS) RWY 23

SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 64 feet, and MDA 80 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile.
Increase LNAV and Circling Cat. C visibility ¼ mile and Circling Cat. D visibility ½ mile.
VDP NA when using Albany altimeter setting.

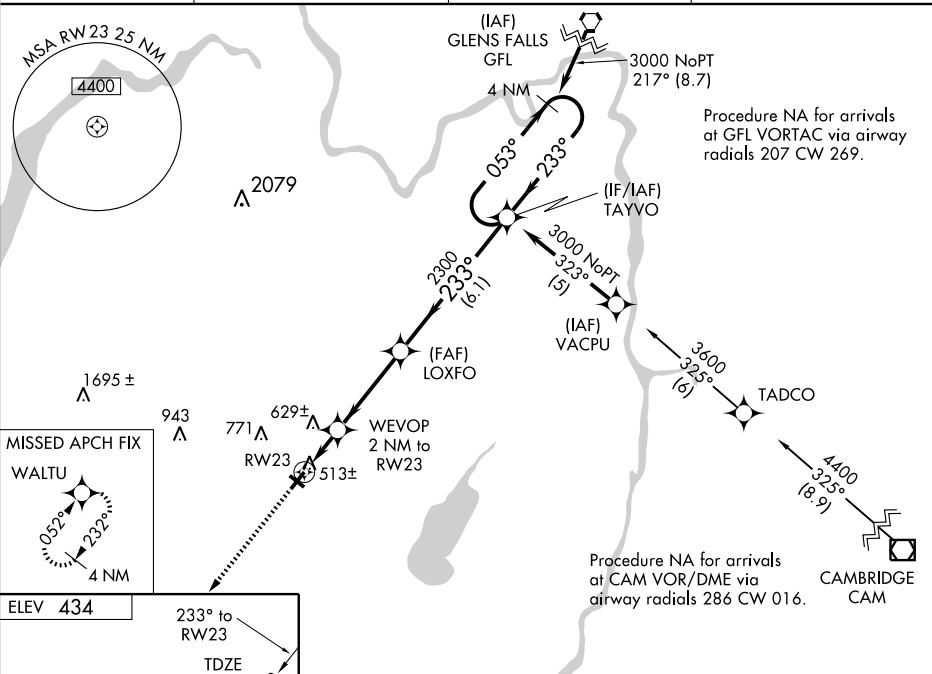
MISSED APPROACH: Climb to 3000 direct WALTU and hold.

AWOS-3
132.025

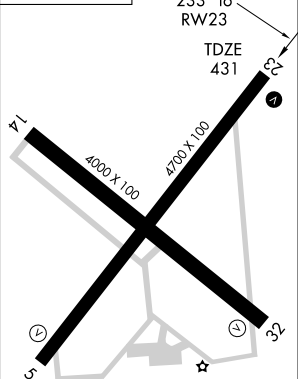
ALBANY APP CON
118.05 263.075

CLNC DEL (GCO)
118.125

UNICOM
122.8 (CTAF) 0



ELEV 434



REIL Rwy 23 0
MIRL Rwy 5-23 0
MIRL Rwy 14-32
REIL Rws 5 and 32

CATEGORY	A				B				C				D			
	LPV DA				LNAV/VNAV DA				LNAV MDA				CIRCLING			
LPV DA	745-1				314 (400-1)				860-1				1000-1			
LNAV/VNAV DA	1046-2 ¼				615 (700-2 ¼)				860-1 ¼				1020-1			
LNAV MDA	860-1				429 (500-1)				860-1 ¼				1080-1 ¾			
CIRCLING	566 (600-1)				586 (600-1)				646 (700-1 ¾)				666 (700-2)			

VOR/DME CAM
115.0
Chan **97**

APP CRS
113°

Rwy Idg
TDZE
Apt Elev
N/A
434

VOR/DME-A

SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

When local altimeter setting not received use Albany
altimeter setting and increase all MDA 80 feet, and
Cat A, C and D visibility ¼ mile.

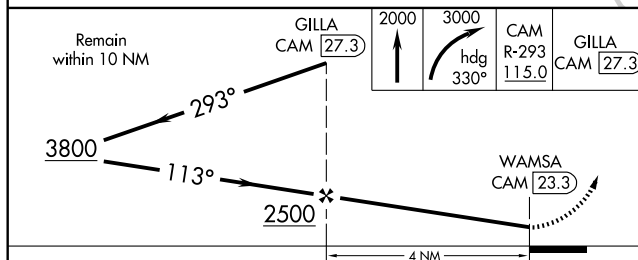
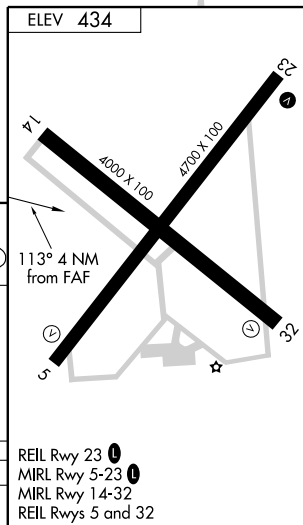
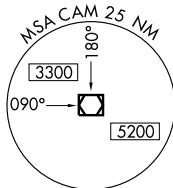
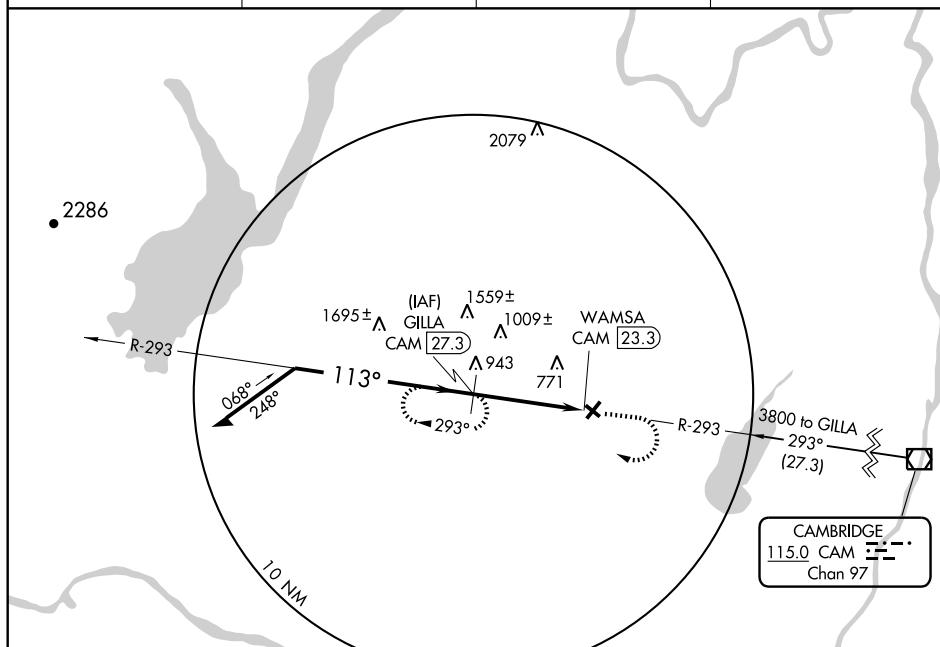
MISSED APPROACH: Climb to 2000 then climbing right turn
to 3000 via heading 330° and CAM VOR/DME R-293 to
GILLA/CAM 27.3 DME and hold.

AWOS-3
132.025

ALBANY APP CON
118.05 263.075

CLNC DEL (GCO)
118.125

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
CIRCLING	1260-1 826 (900-1)	1260-1¼ 826 (900-1¼)	1260-2½ 826 (900-2 ½)	1260-2¾ 826 (900-2 ¾)

REIL Rwy 23 0
MIRL Rwy 5-23 0
MIRL Rwy 14-32
REIL Rwy 5 and 32

SARATOGA SPRINGS, NEW YORK

Amdt 1A 19NOV09

SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

43°03'N - 73°52'W

VOR/DME-A

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

10210

AIRPORT DIAGRAM

AL-382 (FAA)

SCHENECTADY COUNTY (SCH)
SCHENECTADY, NEW YORK

AWOS-3

119.275

SCHENECTADY TOWER ★

121.3 321.1

GND CON

121.9

RWY 04-22

S-95, D-175, 2D-348,
2D/2D2-850

RWY 10-28

S-55, D-134, 2S-170, 2D-218,
2D/D1-430, 2D/2D2-541,
C5-559

RWY 15-33

2S-175

42°52.0' N

42°51.5' N

42°51.0' N

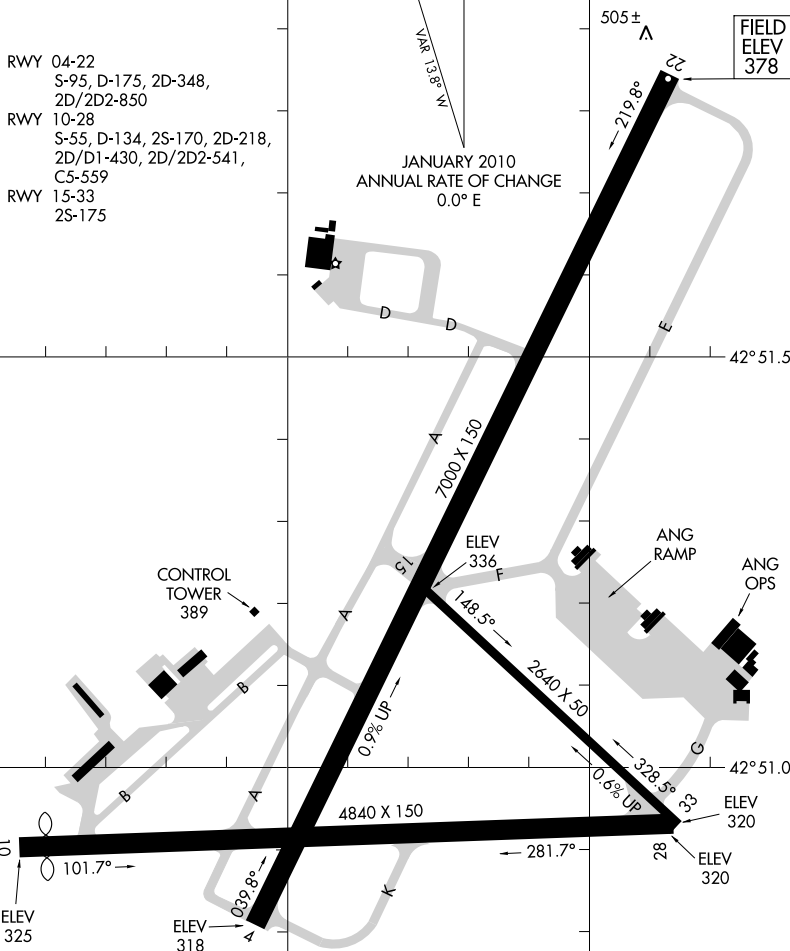
73°56.5' W

73°56.0' W

73°55.5' W

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010



CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

10210

SCHENECTADY, NEW YORK
SCHENECTADY COUNTY (SCH)

SARATOGA SPRINGS

SARATOGA CO (5B2) 3 SW UTC-5(-4DT) N43°03.04' W73°51.70'

NEW YORK

434 B S4 FUEL 100LL, JET A OX 4 TPA-1201(767) LRA NOTAM FILE 5B2

L-32G

RWY 05-23: H4700X100 (ASPH-CONC-GRVD) S-30 MIRL

IAP

RWY 05: REIL. VASI(V4L)—GA 3.0°TCH 47'. Trees.

RWY 23: REIL. VASI(V4L)—GA 3.0°TCH 45'. Trees.

RWY 14-32: H4000X100 (ASPH-CONC) S-30 MIRL

RWY 14: Trees.

RWY 32: REIL. VASI(V4L)—GA 3.0°TCH 46.6'. Trees.

AIRPORT REMARKS: Attended 1230Z±—dusk. Albany ANG helicopters do touch and go ldg ops usually during daylight hours. Glider activity on weekends and occasionally weekdays with extensive pre-launch and after ldg gnd ops on shoulders of rwy in use. Year round federally and state protected habitat for Karner Blue Butterfly, unauthorized off-pavement ops prohibited. VASI clearance plane obstruction exists on Rwy 32 due to tree height. ACTIVATE MIRL Rwy 05-23, VASI Rwy 23, REIL Rwy 23 and twy lgtS—CTAF.

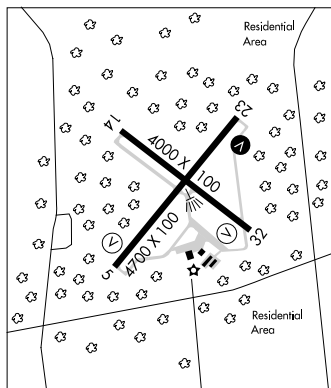
WEATHER DATA SOURCES: AWOS-3 132.025 (518) 884-9289**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ALBANY APP/DEP CON 118.05 GCO 118.125 (ALBANY CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) VORW/DME 115.0 CAM Chan 97 N42°59.66'

W73°20.64' 293° 23.0 NM to fld. 1490/14W. HIWAS.



SCHENECTADY

SCHENECTADY CO (SCH) 3 N UTC-5(-4DT) N42°51.15' W73°55.73'

NEW YORK

378 B S6 FUEL 100LL, JET A, J8 OX 2 LRA NOTAM FILE SCH

H-11C, 12K, L-32G

RWY 04-22: H7000X150 (ASPH-GRVD) S-95, D-175, 2D-348, 2D/2D2-850 HIRL 0.9% up NE

IAP, AD

RWY 04: MALSR. PAPI(P2L)—GA 3.0°TCH 55'. Tree.

RWY 22: PAPI(P2L)—GA 3.0°TCH 50'. Tree.

RWY 10-28: H4840X150 (ASPH-GRVD) S-55, D-134, 2S-170, 2D-218, 2D/D1-430, 2D/2D2-541, C5-559 MIRL

RWY 10: PAPI(P2L)—GA 4.0°TCH 50'. Thld displcd 200'. Tree.

RWY 28: REIL. PAPI(P2L)—GA 3.0°TCH 50'. Tree.

RWY 15-33: H2640X50 (ASPH) 2S-175 0.6% up NW

RWY 15: Pole. RWY 33: Tree.

AIRPORT REMARKS: Attended 1230-0330Z±. +60 ft dropoff 150 ft from Rwy 28 end. Birds on and in/ovt arpt. Rwy 15-33 cracks on rwy with weeds in cracks. Rwy 33 arrowheads ahead of thld bar painted white. Rwy 15 avbl for txf, Rwy 33 avbl for ldg. Rwy 15-33 avbl during daylight VFR conditions only. Rwy 15-33 CLOSED to acft 12,500 pounds and over. Fee for acft requesting twr svc 0330-1200Z±. No field or braking action reports available between 0330Z± and 1230Z± daily. Rwy 04 Rwy Alignment indicator lights (RAIL portion) of MALSR OTS indef. When twr clsd, ACTIVATE HIRL Rwy 04-22 and MIRL Rwy 10-28 and MALSR Rwy 04—121.3. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: AWOS-3 119.275 (518) 399-6586.**COMMUNICATIONS:** CTAF 121.3 UNICOM 122.95

Ⓡ ALBANY APP/DEP CON 118.05

TOWER 121.3 (1230-0330Z±) GND CON 121.9

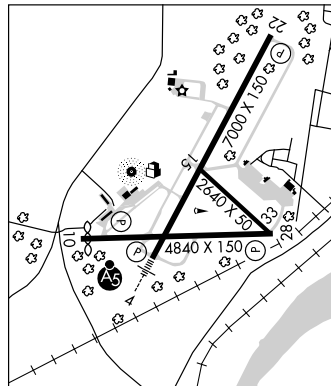
AIRSPACE: CLASS D svc 1230-0330Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALB. VHF/DF etc TOWER

ALBANY (L) VORTAC 115.3 ALB Chan 100 N42°44.84' W73°48.19' 332°8.4 NM to fld. 275/13W.

HAWKY NDB (LOM) 219 AL N42°49.04' W73°48.51' 305° 5.7 NM to fld. Unusable 160°-210° byd 10 NM.

HUNTER NDB (MHW) 356 HEU N42°51.18' W73°56.06' at fld. NOTAM FILE SCH.

ILS 109.7 I-SCH Rwy 04. Class IT.

COMM/NAV/WEATHER REMARKS: UNICOM use 130.55 for svc from FBO.

APP CRS 226°	Rwy Idg 378
TDZE	Apt Elev 378

GPS RWY 22

SCHENECTADY COUNTY (SCH)



MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 direct GALWA WP and hold.

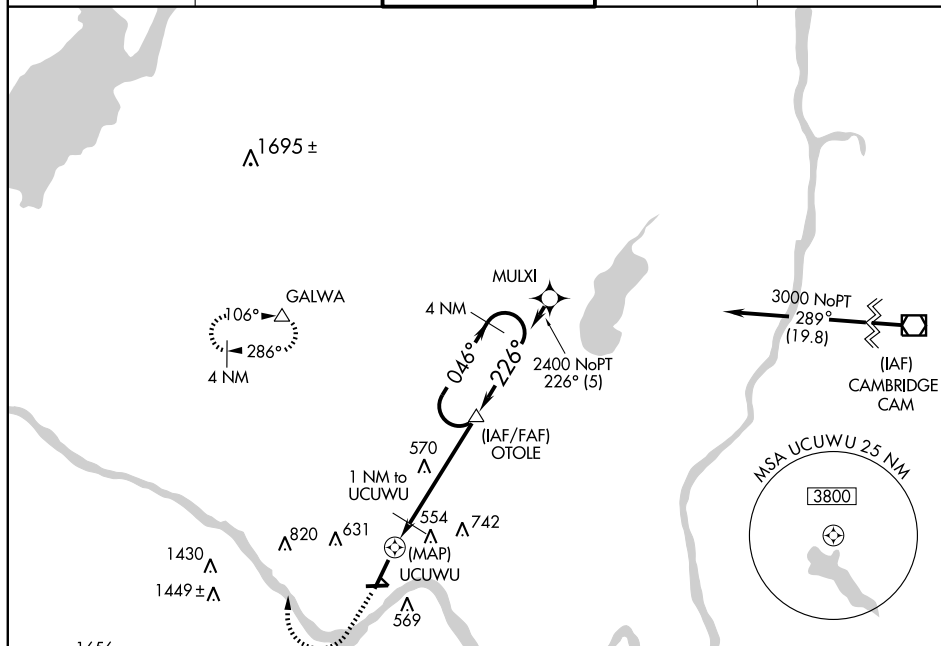
AWOS-3
119.275

ALBANY APP CON
118.05 263.075

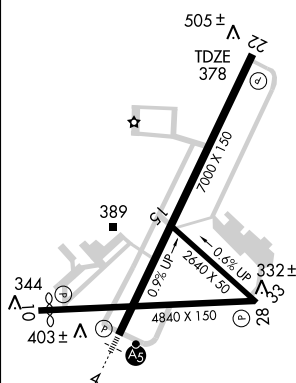
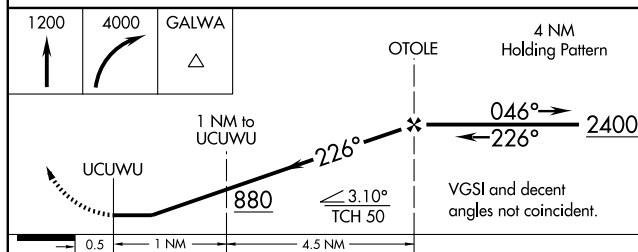
SCHENECTADY TOWER★
121.3 (CTAF) 0 321.1

GND CON
121.9

UNICOM
122.95



ELEV 378



CATEGORY	A	B	C	D
S-22	760-1 382 (400-1)			760-1½ 382 (400-1½)
CIRCLING	880-1 502 (600-1)		900-1½ 522 (600-1½)	1000-2 622 (700-2)

REIL Rwy 28
HIRL Rwy 4-22 0
MIRL Rwy 10-28 0

APP CRS **282°**
 Rwy ldg **4840**
 TDZE **323**
 Apt Elev **378**

GPS RWY 28

SCHENECTADY COUNTY (SCH)



MISSED APPROACH: Climb to 1400, then climbing right turn to 4000 direct GALWA WP and hold.

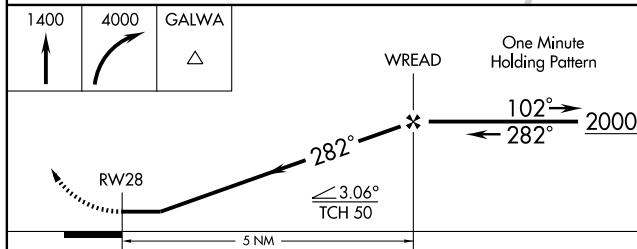
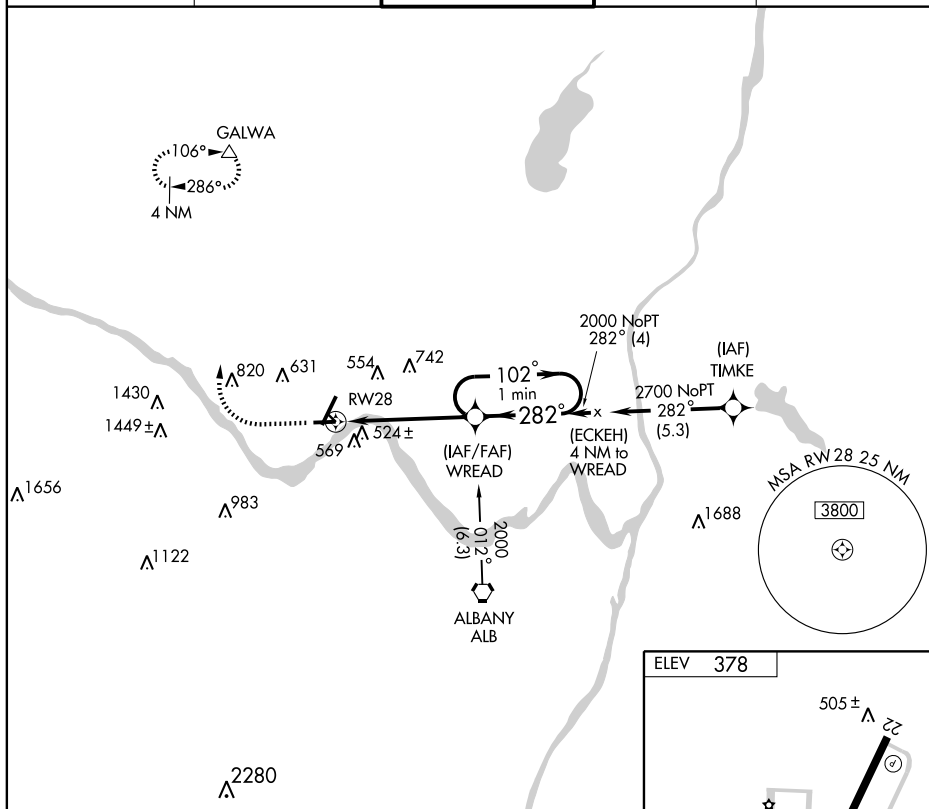
AWOS-3
119.275

ALBANY APP CON
118.05 263.075

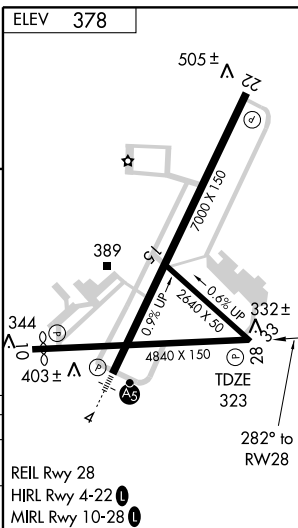
SCHENECTADY TOWER★
121.3 (CTAF) 0 321.1

GND CON
121.9

UNICOM
122.95

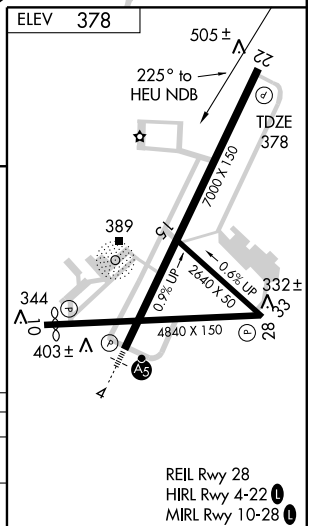
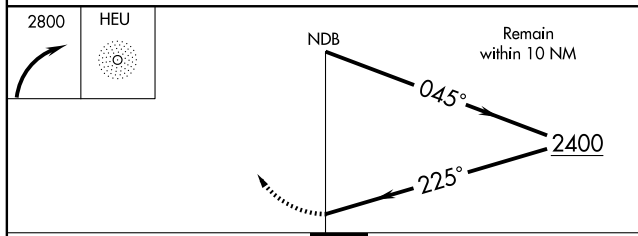
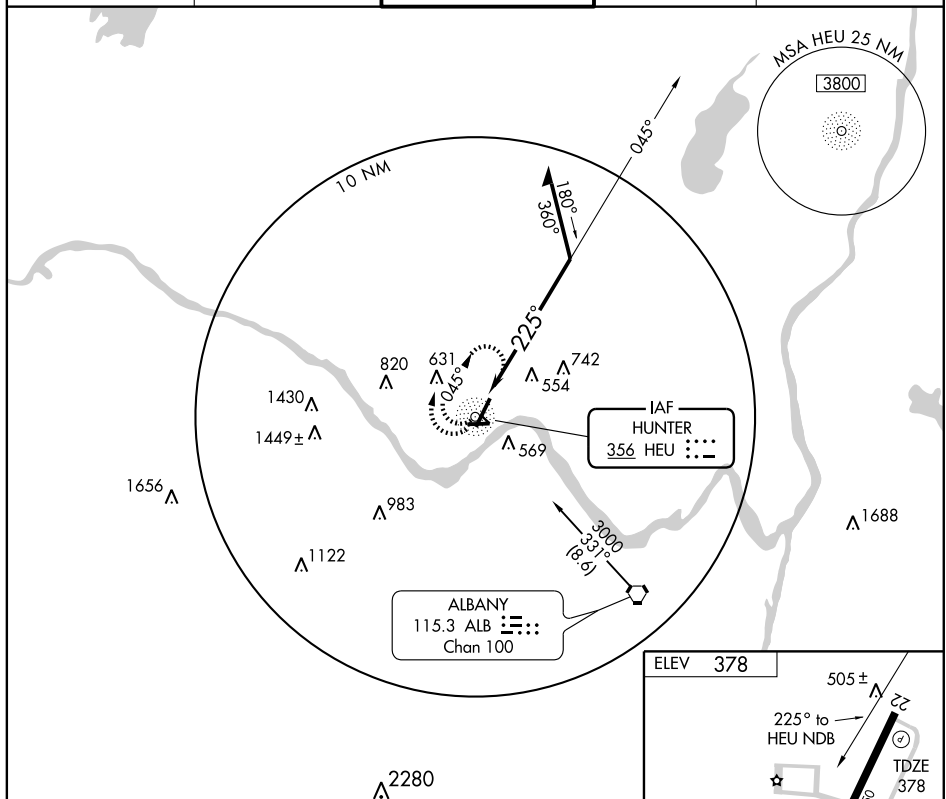


CATEGORY	A	B	C	D
S-28	780-1	457 (500-1)	780-1¼ 457 (500-1¼)	780-1½ 457 (500-1½)
CIRCLING	880-1	502 (600-1)	900-1½ 522 (600-1½)	1000-2 622 (700-2)



NDB RWY 22

SCHENECTADY COUNTY (SCH)

NDB HEU
356APP CRS
225°Rwy Idg
TDZE **378**
Apt Elev **378**MISSED APPROACH: Climbing right turn to 2800 in
HUNTER NDB holding pattern.AWOS-3
119.275ALBANY APP CON
118.05 263.075SCHENECTADY TOWER★
121.3 (CTAF) **321.1**GND CON
121.9UNICOM
122.95

CATEGORY	A	B	C	D
S-22	980-1 602 (700-1)		980-1¾ 602 (700-1¾)	980-2 602 (700-2)
CIRCLING	980-1 602 (700-1)		980-1¾ 602 (700-1¾)	1000-2 622 (700-2)

SCHENECTADY, NEW YORK

Amdt 15A 10266

42°51'N - 73°56'W

SCHENECTADY COUNTY (SCH)

NDB RWY 22

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

SHERMAN

PRATT'S EASTERN DIVIDE (D88) 4 W UTC-5(-4DT) N42°09.00' W79°41.15'

DETROIT

1640 NOTAM FILE BUF

RWY 08-26: 2600X75 (TURF)

RWY 08: Tree.

RWY 26: Trees.

AIRPORT REMARKS: Attended irregularly. Ultralgt on and invof arpt.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

SHIRLEY

BROOKHAVEN (HWV) 1 N UTC-5(-4DT) N40°49.32' W72°52.02'

NEW YORK

81 B S4 **FUEL** 100LL TPA-1081(1000) NOTAM FILE HWV

COPTER

RWY 15-33: H4222X150 (ASPH-CONC) S-52, D-70, 2S-89, 2D-120 MIRL

L-33B, 34I

RWY 15: REIL. VASI(V4L)-GA 3.0°TCH 43'. Trees.

IAP

RWY 33: REIL. VASI(V4L)-GA 3.0°TCH 46'. Trees.

RWY 06-24: H4200X100 (ASPH) S-32, D-56, 2D-93 MIRL

0.3% up NE

RWY 06: REIL. MALSR. VASI(V4L)-GA 3.0°TCH 47'. Trees.

RWY 24: REIL. Trees.

AIRPORT REMARKS: Attended continuously. Deer all areas of airport especially at night. Glider operations daylight hours. Pilots be aware when conducting practice ILS apchs: extensive light acct training on and invof arpt all hrs. Gliders use rgt tfc pattern for Rwy 24 and Rwy 33; gliders use left tfc pattern for Rwy 06 and Rwy 15. Upper air observation balloons launched 3 miles N of arpt 1100Z± and 2300Z±. ACTIVATE MIRL Rwy 06-24 and Rwy 15-33; VASI Rwy 06, Rwy 15 and Rwy 33; REIL Rwy 06, Rwy 24, Rwy 15 and Rwy 33; MALSR Rwy 06-CTAF. Ldg fee.

WEATHER DATA SOURCES: ASOS 119.625 (631) 399-7095.

COMMUNICATIONS: CTAF/UNICOM 122.8

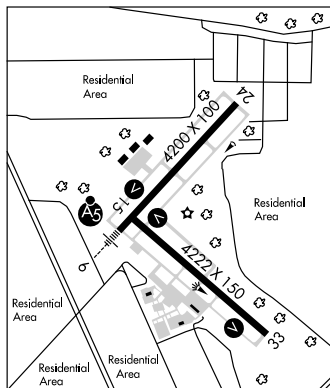
® **NEW YORK CENTER APP/DEP CON** 118.0 **CLNC DEL** 133.2

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

CALVERTON (L) VOR/DME 117.2 CCC Chan 119 N40°55.78'

W72°47.93' 219° 7.2 NM to fld. 86/13W.

ILS 108.95 I-HWV Rwy 06. LOC unusable byd 4.6 NM from thld abv 2100'. LOC unusable within thld abv 1000'. GS unmonitored.



SIDNEY MUNI (N23) 1 W UTC-5(-4DT) N42°18.15' W75°24.96'

NEW YORK

1027 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE BUF

L-30K, 32F, 33A

RWY 07-25: H4204X75 (ASPH) S-25, D-45 MIRL

IAP

RWY 07: REIL. Tree.

RWY 25: REIL. PAPI(P2L)-GA 3.0° TCH 42'. Stack. Rgt tfc.

AIRPORT REMARKS: Attended 1400-2200Z±. For attendant other times call 607-561-2346. Numerous hills surround arpt up to 800 ft above arpt elevation. High tension lines 1 NM from apch end Rwy 07. ACTIVATE MIRL Rwy 07-25 and REIL Rwy 07 and 25-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.275 (607) 561-2333.

COMMUNICATIONS: CTAF/UNICOM 122.8

HANCOCK RCO 122.1R 116.8T (BUFFALO RADIO)

ROCKDALE RCO 122.1R 112.6T (BUFFALO RADIO)

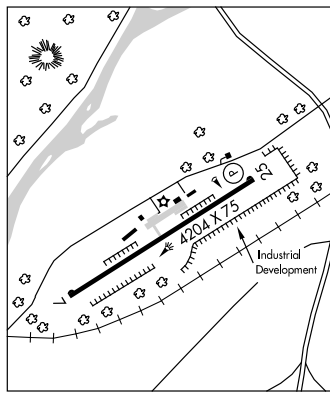
® **BOSTON CENTER APP/DEP CON** 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

ROCKDALE (L) VOR/DME 112.6 RKA Chan 73 N42°27.98'

W75°14.35' 230° 12.6 NM to fld. 2032/11W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.



LOC I-HWV 108.95	APP CRS 059°	Rwy Idg TDZE Apt Elev	4200 81 82
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ILS RWY 6

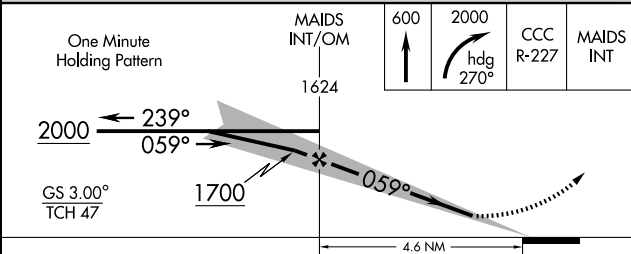
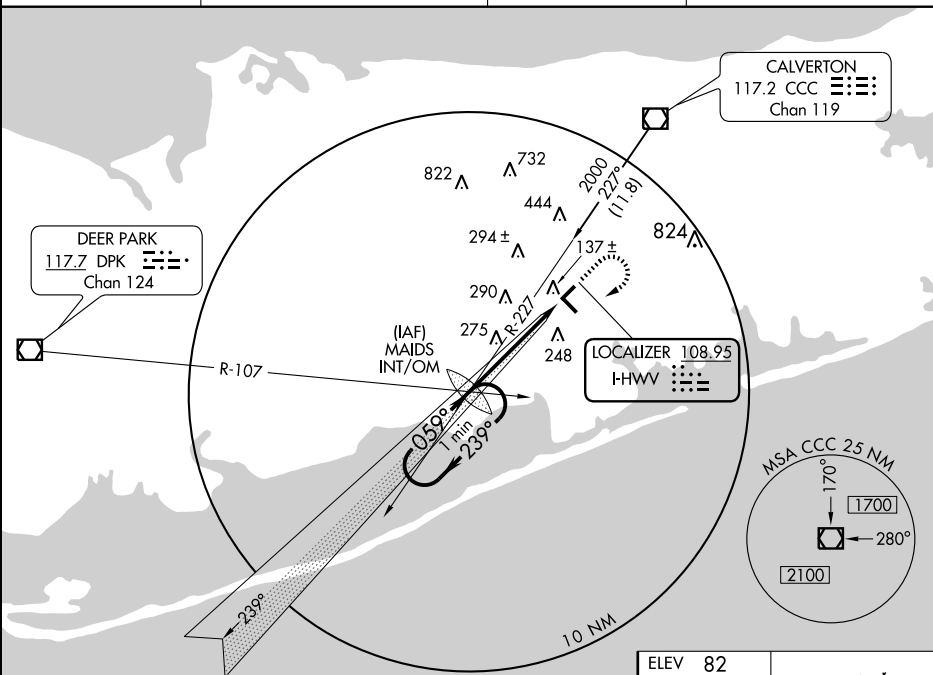
SHIRLEY / BROOKHAVEN (HWV)

V Use Long Island MacArthur altimeter setting.
Δ NA ILS unusable from MM inbound.

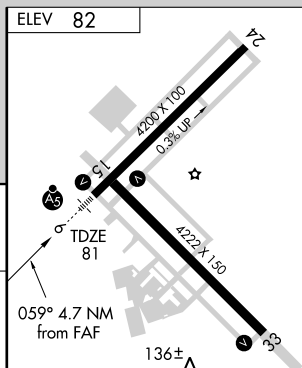


MISSED APPROACH: Climb to 600, then climbing right turn to 2000 via heading 270° and CCC VOR/DME R-227 to MAIDS INT and hold.

ASOS 119.625	NEW YORK APP CON 118.0 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-ILS 6	309-½	228 (300-½)		NA
S-LOC 6	560-½	479 (500-½)		NA
CIRCLING	600-1	518 (600-1)		NA



REIL Rwy 6, 15, 24, and 33
 MRL Rwy 6-24 and 15-33

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

APP CRS **059°**
 Rwy Idg **4200**
 TDZE **77**
 Apt Elev **81**

RNAV (GPS) RWY 6

SHIRLEY / BROOKHAVEN (HWV)



If local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.
 DME/DME RNP-0.3 NA.

MALSR



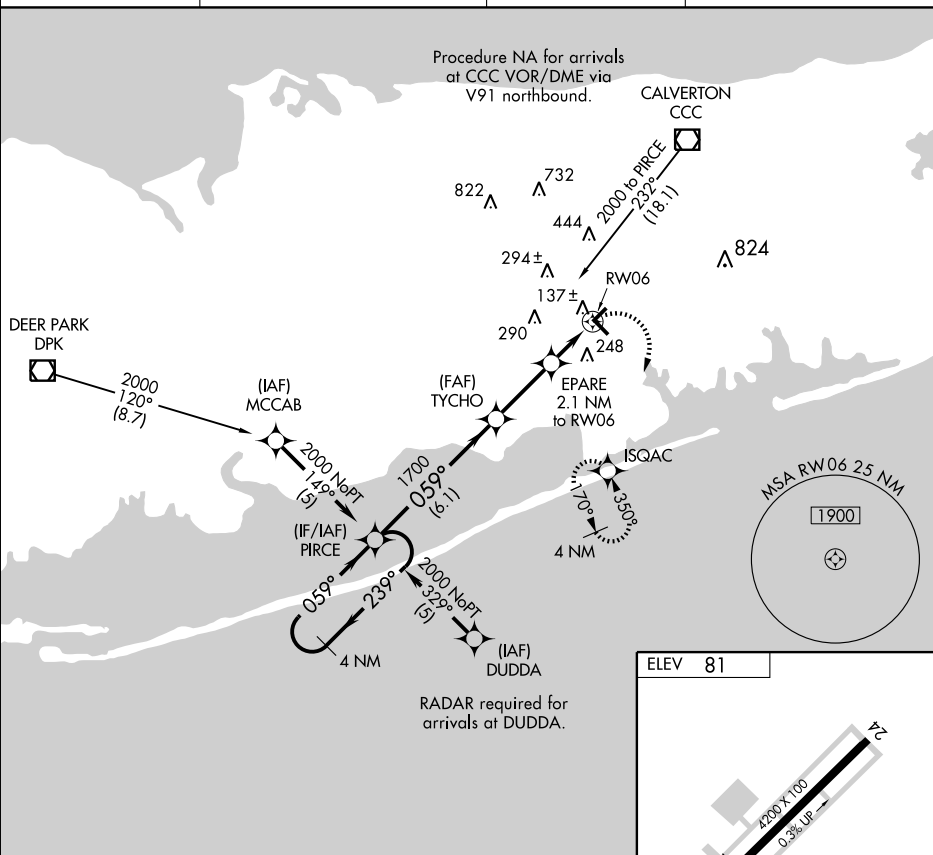
MISSED APPROACH: Climbing right turn to 2000 direct ISQAC and hold.

ASOS
119.625

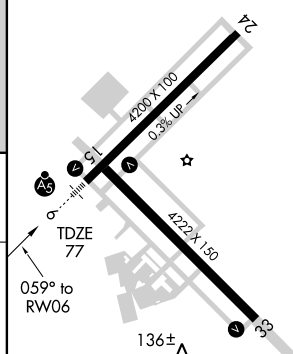
NEW YORK APP CON
118.0 343.75

CLNC DEL
133.2

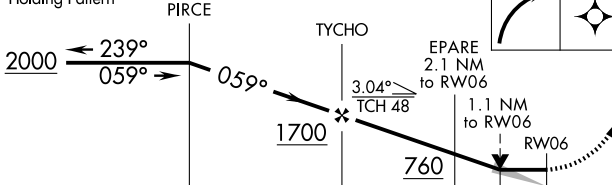
UNICOM
122.8 (CTAF) 0



ELEV 81



4 NM
 Holding Pattern



CATEGORY	A	B	C	D
RNAV MDA	480-½	403 (400-½)		NA
CIRCLING	560-1	479 (500-1)		NA

REIL Rwy 6, 15, 24, and 33 0
 MIRL Rwy 6-24 and 15-33 0

WAAS CH 40412 W33A	APP CRS 329°	Rwy Idg 4222 TDZE 67 Apt Elev 81
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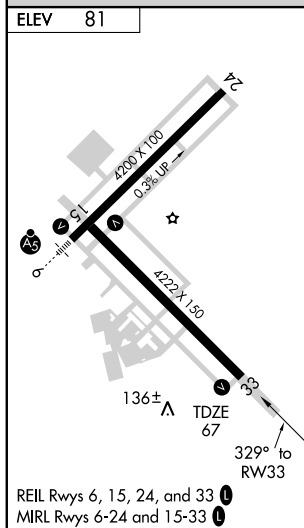
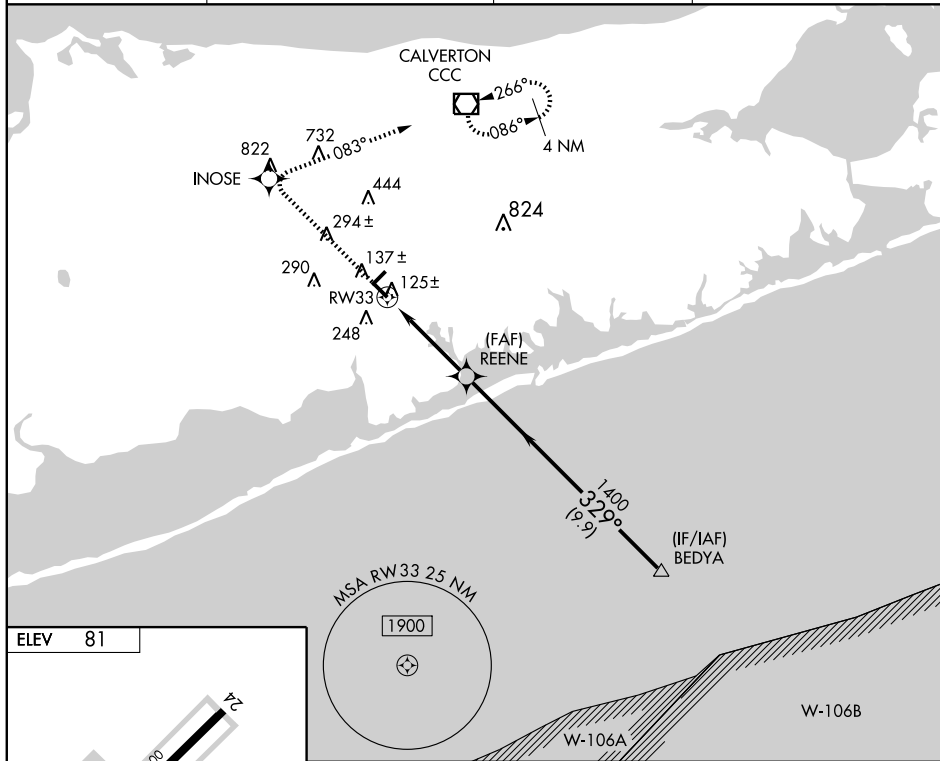
RNAV (GPS) RWY 33

SHIRLEY / BROOKHAVEN (HWV)

▼ Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 28 feet and all MDA 40 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Islip altimeter setting.

MISSED APPROACH:
Climb to 2000 direct INOSE
and right turn via track 083°
to CCC VOR/DME and hold.

ASOS 119.625	NEW YORK APP CON 118.0 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 0
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2000	INOSE	CCC	BEDYA	
↑	✦	trk 083° ✦		
*LNAV only		REENE	4000	Procedure Turn NA
RW33		✦	329°	GS 3.00° TCH 46
*1.2 NM to RW33		1400		
1.2 NM		2.8 NM	9.9 NM	
CATEGORY	A	B	C	D
LPV DA	346-1	279 (300-1)		NA
LNAV/VNAV DA	449-1¼	382 (400-1¼)		NA
LNAV MDA	500-1	433 (500-1)		NA
CIRCLING	560-1	479 (500-1)		NA

APP CRS **239°**
 Rwy Idg **4200**
 TDZE **81**
 Apt Elev **81**

RNAV (GPS) Y RWY 24

SHIRLEY / BROOKHAVEN (HWV)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Isip altimeter setting and increase all MDAs 40 feet.

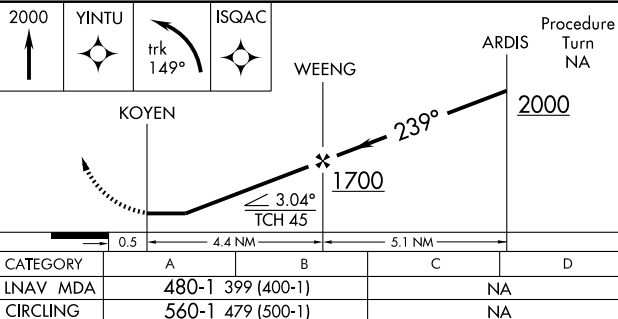
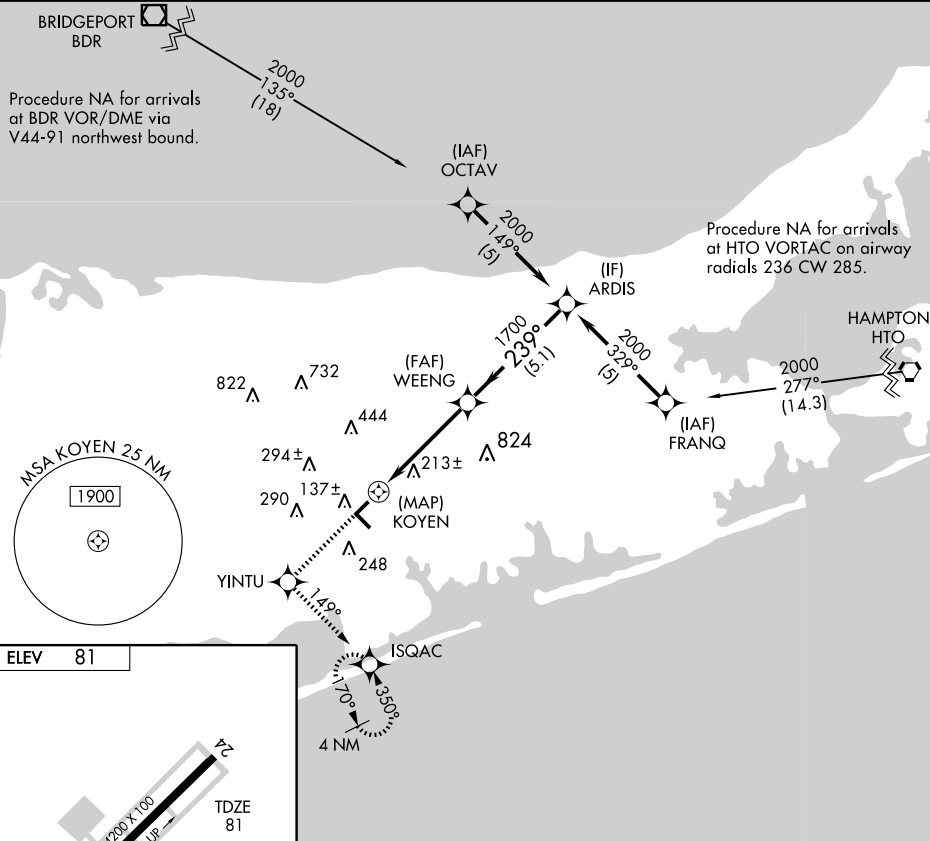
MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

ASOS
119.625

NEW YORK APP CON
118.0 343.75

CLNC DEL
133.2

UNICOM
122.8 (CTAF) ①



WAAS CH 56601 W24A	APP CRS 239°	Rwy Idg 4200 TDZE 81 Apt Elev 81
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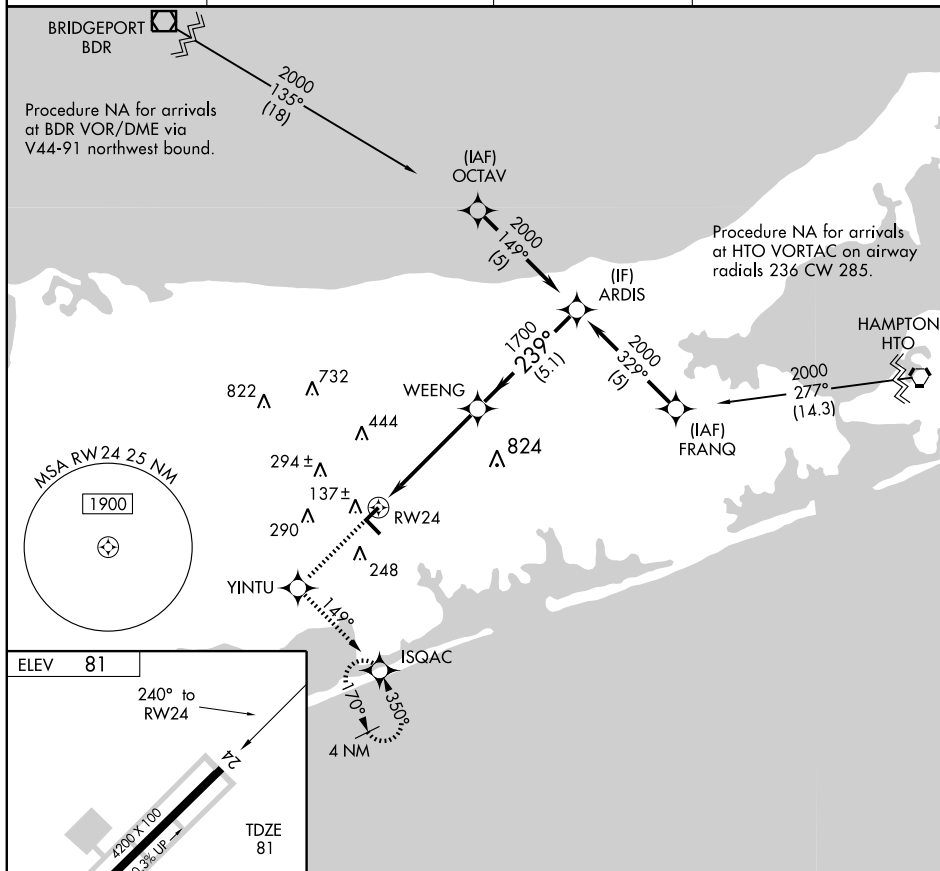
RNAV (GPS) Z RWY 24

SHIRLEY / BROOKHAVEN (HWV)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ When local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 378.

MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

ASOS 119.625	NEW YORK APP CON 118.0 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 0
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2000	YINTU	tr 149°	ISQAC	Procedure Turn NA
				GS 3.00° TCH 45
4.9 NM		5.1 NM		
CATEGORY	A	B	C	D
LPV DA	350-1	269 (300-1)	NA	

VOR/DME CCC 117.2 Chan 119	APP CRS 042°	Rwy Idg TDZE 77 Apt Elev 81	4200
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VOR RWY 6

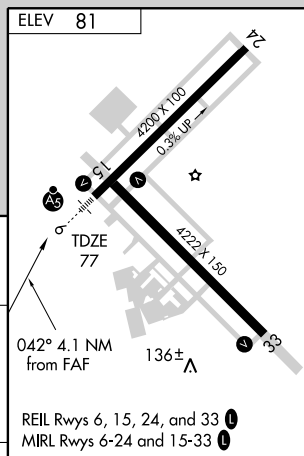
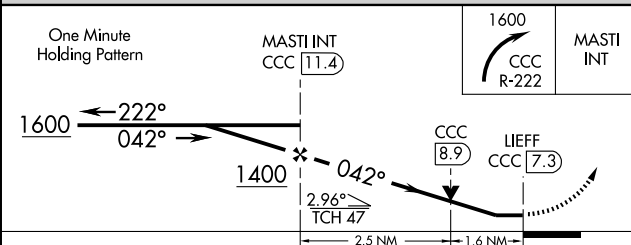
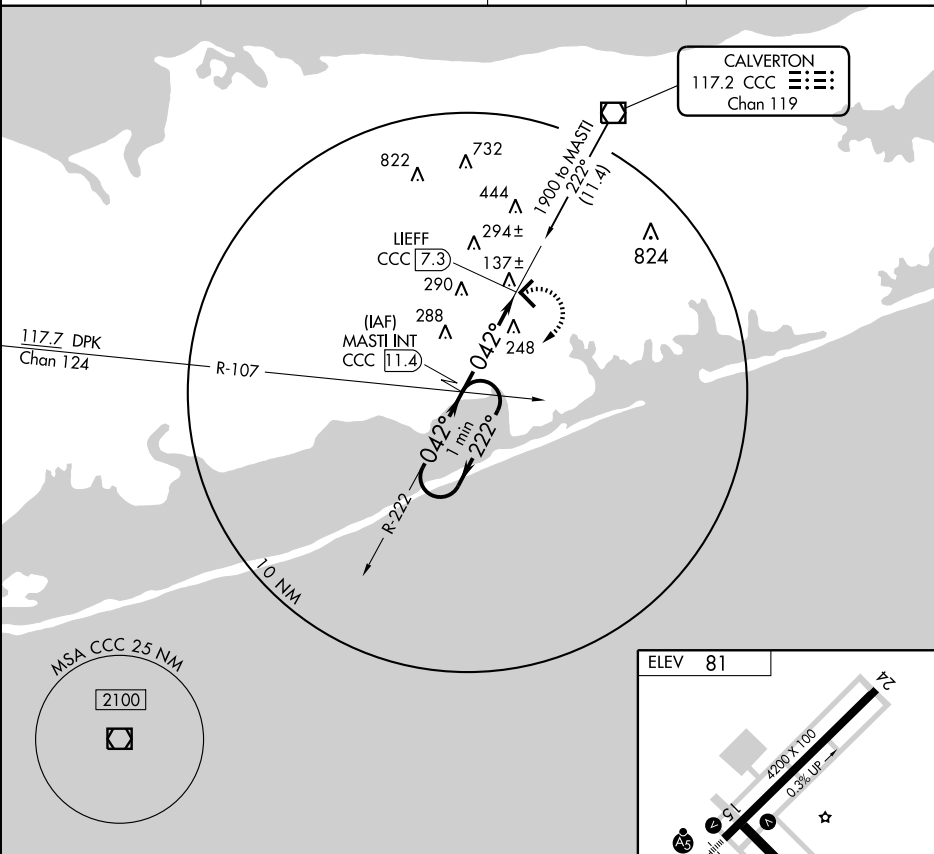
SHIRLEY / BROOKHAVEN (HWV)

▼ Inoperative table does not apply.
▲ When local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.



MISSED APPROACH: Climbing right turn to 1600 via CCC VOR/DME R-222 to MASTI INT/11.4 DME and hold.

ASOS 119.625	NEW YORK APP CON 118.0 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 4.1 NM					
S-6	620-1	543 (600-1)	NA		Knots	60	90	120	150	180
CIRCLING	620-1	539 (600-1)	NA		Min:Sec	4:06	2:44	2:03	1:38	1:22

SHERMAN

PRATT'S EASTERN DIVIDE (D88) 4 W UTC-5(-4DT) N42°09.00' W79°41.15'

DETROIT

1640 NOTAM FILE BUF

RWY 08-26: 2600X75 (TURF)

RWY 08: Tree.

RWY 26: Trees.

AIRPORT REMARKS: Attended irregularly. Ultralgt on and invof arpt.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

SHIRLEY

BROOKHAVEN (HWV) 1 N UTC-5(-4DT) N40°49.32' W72°52.02'

NEW YORK

81 B S4 **FUEL** 100LL TPA-1081(1000) NOTAM FILE HWV

COPTER

RWY 15-33: H4222X150 (ASPH-CONC) S-52, D-70, 2S-89, 2D-120 MIRL

L-33B, 34I

RWY 15: REIL. VASI(V4L)—GA 3.0°TCH 43'. Trees.

IAP

RWY 33: REIL. VASI(V4L)—GA 3.0°TCH 46'. Trees.

RWY 06-24: H4200X100 (ASPH) S-32, D-56, 2D-93 MIRL

0.3% up NE

RWY 06: REIL. MALSR. VASI(V4L)—GA 3.0°TCH 47'. Trees.

RWY 24: REIL. Trees.

AIRPORT REMARKS: Attended continuously. Deer all areas of airport especially at night. Glider operations daylight hours. Pilots be aware when conducting practice ILS apchs: extensive light acct training on and invof arpt all hrs. Gliders use rgt tfc pattern for Rwy 24 and Rwy 33; gliders use left tfc pattern for Rwy 06 and Rwy 15. Upper air observation balloons launched 3 miles N of arpt 1100Z± and 2300Z±. ACTIVATE MIRL Rwy 06-24 and Rwy 15-33; VASI Rwy 06, Rwy 15 and Rwy 33; REIL Rwy 06, Rwy 24, Rwy 15 and Rwy 33; MALSR Rwy 06—CTAF. Ldg fee.

WEATHER DATA SOURCES: ASOS 119.625 (631) 399-7095.

COMMUNICATIONS: CTAF/UNICOM 122.8

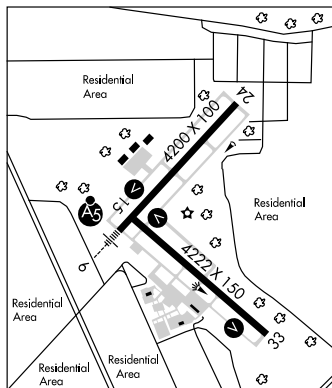
® **NEW YORK CENTER APP/DEP CON** 118.0 **CLNC DEL** 133.2

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

CALVERTON (L) VOR/DME 117.2 CCC Chan 119 N40°55.78'

W72°47.93' 219° 7.2 NM to fld. 86/13W.

ILS 108.95 I-HWV Rwy 06. LOC unusable byd 4.6 NM from thld abv 2100'. LOC unusable within thld abv 1000'. GS unmonitored.



SIDNEY MUNI (N23) 1 W UTC-5(-4DT) N42°18.15' W75°24.96'

NEW YORK

1027 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE BUF

L-30K, 32F, 33A

RWY 07-25: H4204X75 (ASPH) S-25, D-45 MIRL

IAP

RWY 07: REIL. Tree.

RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 42'. Stack. Rgt tfc.

AIRPORT REMARKS: Attended 1400-2200Z±. For attendant other times call 607-561-2346. Numerous hills surround arpt up to 800 ft above arpt elevation. High tension lines 1 NM from apch end Rwy 07. ACTIVATE MIRL Rwy 07-25 and REIL Rwy 07 and 25—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.275 (607) 561-2333.

COMMUNICATIONS: CTAF/UNICOM 122.8

HANCOCK RCO 122.1R 116.8T (BUFFALO RADIO)

ROCKDALE RCO 122.1R 112.6T (BUFFALO RADIO)

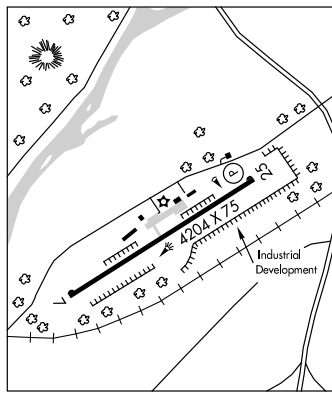
® **BOSTON CENTER APP/DEP CON** 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

ROCKDALE (L) VOR/DME 112.6 RKA Chan 73 N42°27.98'

W75°14.35' 230° 12.6 NM to fld. 2032/11W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.



APP CRS 071°	Rwy Idg 4204
	TDZE 1027
	Apt Elev 1027

RNAV (GPS) RWY 7

SIDNEY MUNI (N23)

▼ When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet.

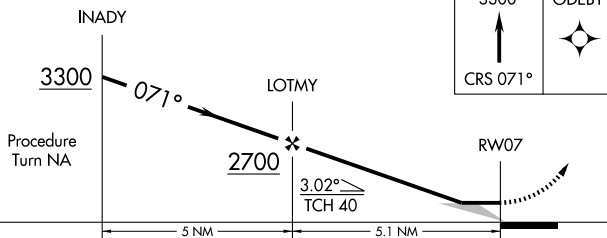
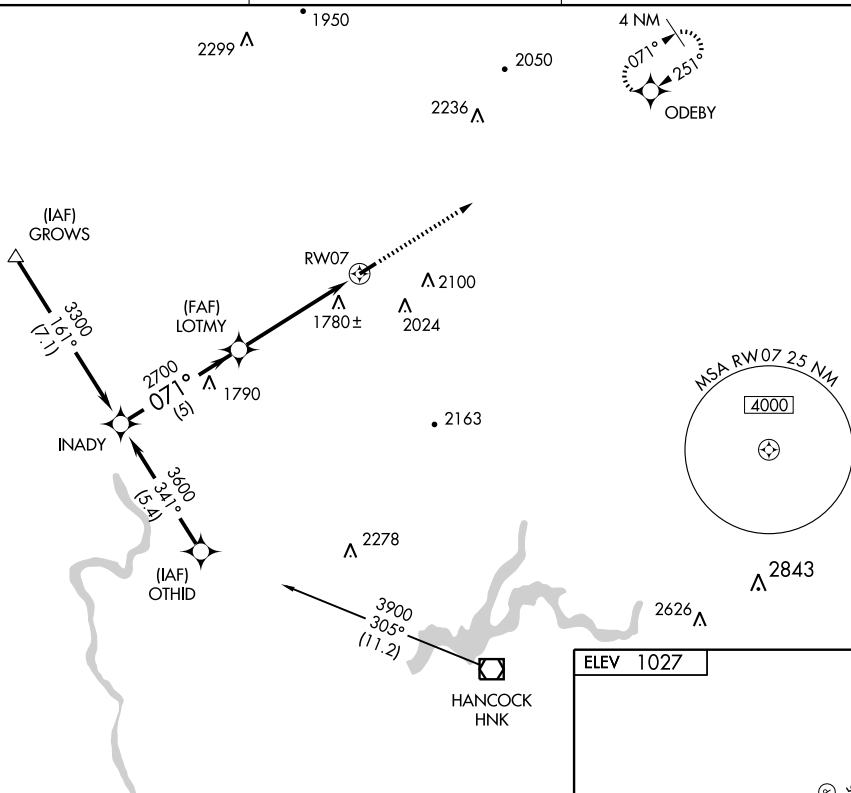
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 via 071° course to ODEBY WP and hold.

BOSTON CENTER
133.25 279.5

UNICOM
122.8 (CTAF) 0

AWOS-3
118.275



CATEGORY	A	B	C	D
RNAV MDA	2040-1¼ 1013 (1100-1¼)	2040-1½ 1013 (1100-1½)	2040-3 1013 (1100-3)	NA
CIRCLING	2120-1¼ 1093 (1100-1¼)	2140-1½ 1113 (1200-1½)	2180-3 1153 (1200-3)	NA

REIL Rwy 7 and 25 **0**
MIRL Rwy 7-25 **0**

RNAV (GPS) RWY 25

SIDNEY MUNI (N23)

APP CRS 251°	Rwy Idg TDZE Apt Elev	4204 1027 1027
------------------------	-----------------------------	---

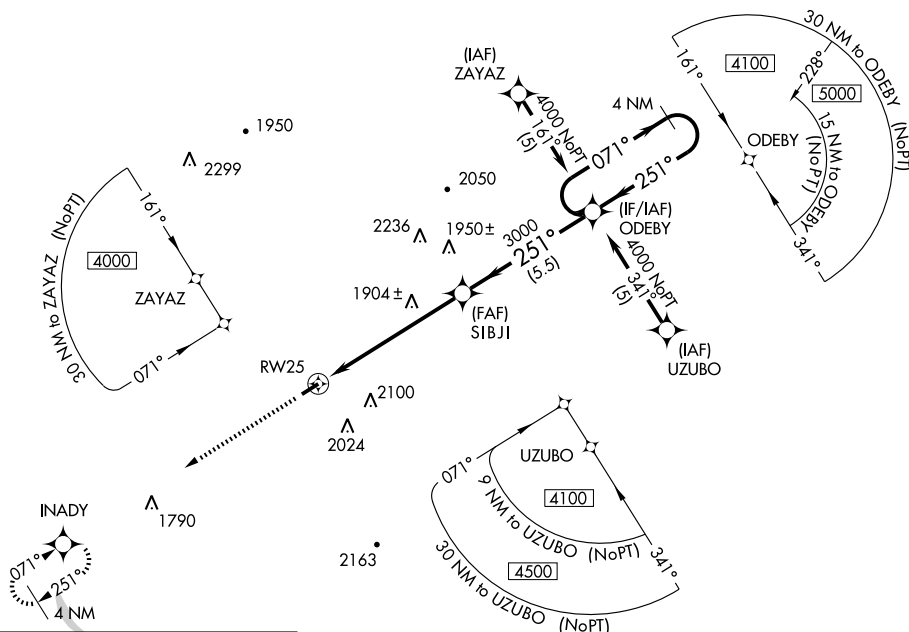
▼ Obtain local altimeter setting on CTAF; when not received, use Binghamton altimeter setting and increase all MDAs 140 feet.
 ▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 direct INADY W/P and hold.

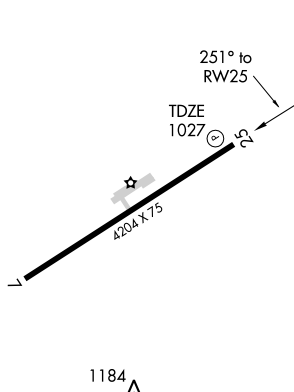
BOSTON CENTER
133.25 279.5

UNICOM
122.8 (CTAF) 0

AWOS-3
118.275



ELEV 1027



REIL Rws 7 and 25 0
MIRL Rwy 7-25 0

3300 INADY		ODEBY		4 NM Holding Pattern	
RW25		SIBJI		071° → 4000	
251°		251°		← 251°	
2.99° TCH 42		3000		5.5 NM	
6.1 NM		5.5 NM			
CATEGORY	A	B	C	D	
GLS DA	NA				
RNAV/ DA VNAV	NA				
RNAV MDA	2320-1¼ 1293 (1300-1¼)	2320-1½ 1293 (1300-1½)	2320-3 1293 (1300-3)	NA	
CIRCLING	2320-1¼ 1293 (1300-1¼)	2320-1½ 1293 (1300-1½)	2320-3 1293 (1300-3)	NA	

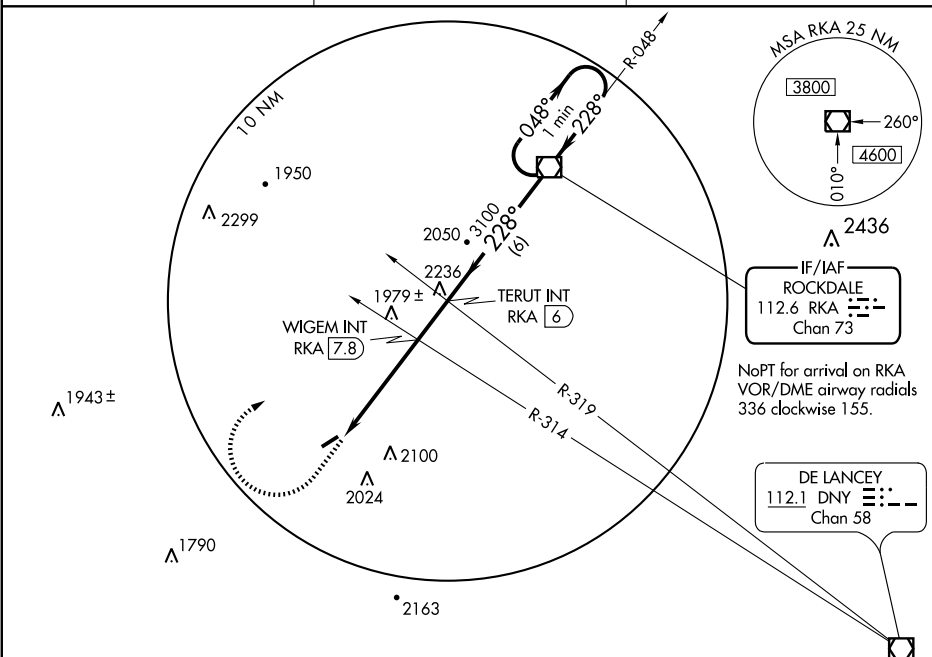
VOR/DME RKA 112.6 Chan 73	APP CRS 228°	Rwy Idg 4204 TDZE 1027 Apt Elev 1027
---	------------------------	---

VOR RWY 25
SIDNEY MUNI (N23)

T Visibility reduction by helicopters NA.
A NA When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct RKA VOR/DME and hold.

BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF) 0	AWOS-3 118.275
--------------------------------------	---------------------------------	--------------------------



FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

2500
↑

4000
↷

RKA
□
112.6

VOR/DME

One Minute Holding Pattern

TERUT INT
RKA [6]

WIGEM INT
RKA [7.8]

048° → 4000
← 228°

* 2720 when using Binghamton altimeter setting

RKA [12.3]

3.14°
TCH 40

2560*

3100

4.5 NM

1.8 NM

6 NM

CATEGORY	A	B	C	D
S-25	2560-1¼ 1533 (1600-1¼)	2560-1½ 1533 (1600-1½)	2560-3 1533 (1600-3)	NA
CIRCLING	2560-1¼ 1533 (1600-1¼)	2560-1½ 1533 (1600-1½)	2560-3 1533 (1600-3)	NA
WIGEM FIX MINIMUMS				
S-25	2300-1¼ 1273 (1300-1¼)	2300-1½ 1273 (1300-1½)	2300-3 1273 (1300-3)	NA
CIRCLING	2300-1¼ 1273 (1300-1¼)	2300-1½ 1273 (1300-1½)	2300-3 1273 (1300-3)	NA

SIDNEY, NEW YORK

Amdt 3 10042

SIDNEY MUNI (N23)

VOR RWY 25

42°18'N - 75°25'W

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

SKANEATELES AERO DROME (6B9) 2 SW UTC-5(-4DT) N42°54.84' W76°26.45'

NEW YORK

1038 B FUEL 100LL TPA-1838(800) NOTAM FILE BUF

L-32F

RWY 04-22: 3350X130 (TURF)

IAP

RWY 04: Trees. RWY 22: Trees.

RWY 10-28: H3134X58 (ASPH) S-9 MIRL (NSTD) 0.4% up W

RWY 10: Trees. RWY 28: Treeline.

AIRPORT REMARKS: Attended Oct-April Mon-Sat 1300-2200Z†,

May-Sept Mon-Sat 1300-2300Z†. Fuel avbl 24 hr self service credit card. Rwy 10-28 loose aggregate, potholes, eroded areas.

Two 55 ft power poles 70 ft either side centerline 700 ft from apch end Rwy 28. Rwy 04-22 avbl 15 May to 15 Oct. ACTIVATE

MIRL Rwy 10-28 and rotating bcn-CTAF. Rotating bcn OTS indef. Rwy 10-28 NSTD MIRL; lgts are 38 ft from pavement edge; no

thld lgts. Rwy 28 has 4 lgts out and 2 lgts very dim. One thld lgt is rotated 90° (red/green lens). Arpt light OTS indef. Rwy 10 has +3'

fence 20' from thld on both sides, +15' road 30' from thld on both sides and 4' fence 80' from thld on both sides. Rwy 04-22

and 10-28 have variations in rwy surface.

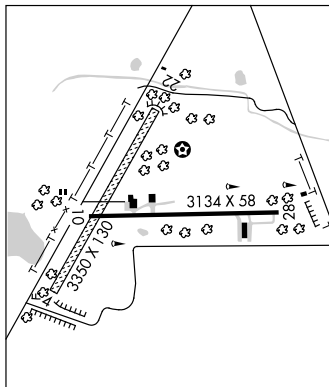
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ SYRACUSE APP/DEP CON 126.125

RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

SYRACUSE (H) VORTACW 117.0 SYR Chan 117 N43°09.63'

W76°12.27' 226°18 NM to fld. 420/11W. HIWAS.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.**SKY ACRES** (See MILLBROOK)**SKY PARK** (See RED HOOK)**SMITE** N42°06.28' W75°53.47' NOTAM FILE BGM.

NDB (LOM) 332 BG 340° 7.4 NM to Greateringhamton/Edwin A Link Fld.

SOUTH ALBANY (See SOUTH BETHLEHEM)**SOUTH BETHLEHEM****SOUTH ALBANY** (4BØ) 2 N UTC-5(-4DT) N42°33.64' W73°50.04'

NEW YORK

196 FUEL 100LL TPA-996(800) NOTAM FILE BTV

L-32G, 33B, 34I

RWY 01-19: H2854X60 (ASPH) LIRL 0.4% up N

IAP

RWY 01: Thld dspcd 150'. Brush.

RWY 19: VASI(NSTD). Thld dspcd 124'. Road.

AIRPORT REMARKS: Attended Nov-Mar 1300-2100Z†, Apr-Oct 1100-0200Z†. Fuel avbl 24 hrs self service credit card only. Arpt CLOSED to acft over 12,500 pounds. Birds on and invof arpt. ACTIVATE LIRL Rwy 01-19 and

windsock-CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ ALBANY APP/DEP CON 118.05

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) VORW/DME 115.0 CAM Chan 97 N42°59.66' W73°20.64' 234° 33.8 NM to fld.

1490/14W.

VORTAC SYR <u>117.0</u> Chan 117	APP CRS 226°	Rwy Idg TDZE Apt Elev	N/A N/A 1038
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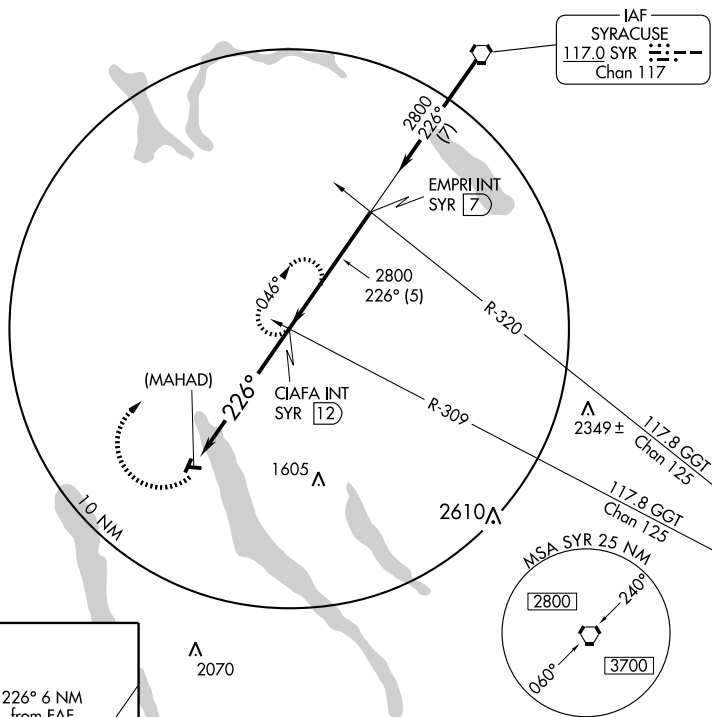
VOR or GPS-A
SKANEATELES AERO DROME (6B9)



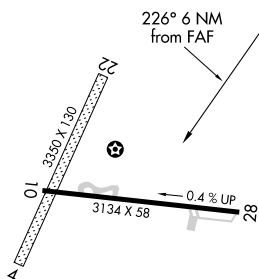
Use Syracuse altimeter setting.
Two 55' poles 70' either side
centerline 900' from AER 28.

MISSED APPROACH: Climbing right turn to 2800 via SYR R-226 to Ciafa Int 12 DME and hold.

SYRACUSE APP CON
126.125 269.125

UNICOM
122.8 (CTAF) **L**

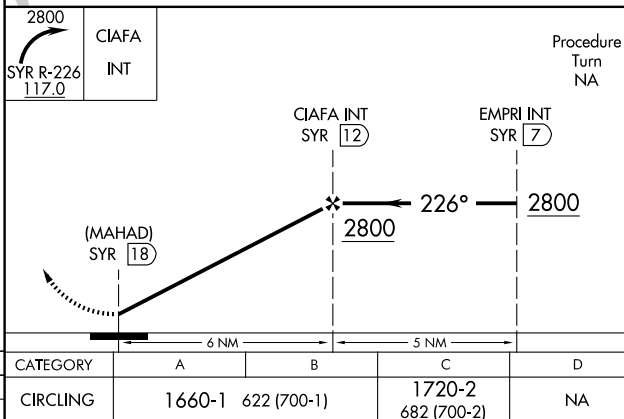
ELEV 1038

MIRL Rwy 10-28 **L**★

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SKANEATELES, NEW YORK

Orig-B 08101



SKANEATELES AERO DROME (6B9)

VOR or GPS-A

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

42°55'N - 76°26'W

SKANEATELES AERO DROME (6B9) 2 SW UTC-5(-4DT) N42°54.84' W76°26.45'

NEW YORK

1038 B FUEL 100LL TPA-1838(800) NOTAM FILE BUF

L-32F

RWY 04-22: 3350X130 (TURF)

IAP

RWY 04: Trees. RWY 22: Trees.

RWY 10-28: H3134X58 (ASPH) S-9 MIRL (NSTD) 0.4% up W

RWY 10: Trees. RWY 28: Treeline.

AIRPORT REMARKS: Attended Oct-April Mon-Sat 1300-2200Z†,

May-Sept Mon-Sat 1300-2300Z†. Fuel avbl 24 hr self service credit card. Rwy 10-28 loose aggregate, potholes, eroded areas.

Two 55 ft power poles 70 ft either side centerline 700 ft from apch end Rwy 28. Rwy 04-22 avbl 15 May to 15 Oct. ACTIVATE

MIRL Rwy 10-28 and rotating bcn-CTAF. Rotating bcn OTS indef. Rwy 10-28 NSTD MIRL; lgts are 38 ft from pavement edge; no

thld lgts. Rwy 28 has 4 lgts out and 2 lgts very dim. One thld lgt is rotated 90° (red/green lens). Arpt light OTS indef. Rwy 10 has +3'

fence 20' from thld on both sides, +15' road 30' from thld on both sides and 4' fence 80' from thld on both sides. Rwy 04-22

and 10-28 have variations in rwy surface.

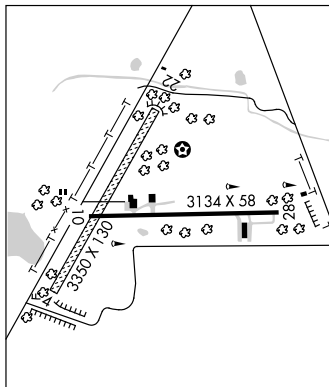
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ SYRACUSE APP/DEP CON 126.125

RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

SYRACUSE (H) VORTACW 117.0 SYR Chan 117 N43°09.63'

W76°12.27' 226°18 NM to fld. 420/11W. HIWAS.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.**SKY ACRES** (See MILLBROOK)**SKY PARK** (See RED HOOK)**SMITE** N42°06.28' W75°53.47' NOTAM FILE BGM.

NDB (LOM) 332 BG 340° 7.4 NM to Greateringhamton/Edwin A Link Fld.

SOUTH ALBANY (See SOUTH BETHLEHEM)**SOUTH BETHLEHEM****SOUTH ALBANY** (4BØ) 2 N UTC-5(-4DT) N42°33.64' W73°50.04'

NEW YORK

196 FUEL 100LL TPA-996(800) NOTAM FILE BTV

L-32G, 33B, 34I

RWY 01-19: H2854X60 (ASPH) LIRL 0.4% up N

IAP

RWY 01: Thld dspcd 150'. Brush.

RWY 19: VASI(NSTD). Thld dspcd 124'. Road.

AIRPORT REMARKS: Attended Nov-Mar 1300-2100Z†, Apr-Oct 1100-0200Z†. Fuel avbl 24 hrs self service credit card only. Arpt CLOSED to acft over 12,500 pounds. Birds on and invof arpt. ACTIVATE LIRL Rwy 01-19 and

windsock-CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ ALBANY APP/DEP CON 118.05

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) VORW/DME 115.0 CAM Chan 97 N42°59.66' W73°20.64' 234° 33.8 NM to fld.

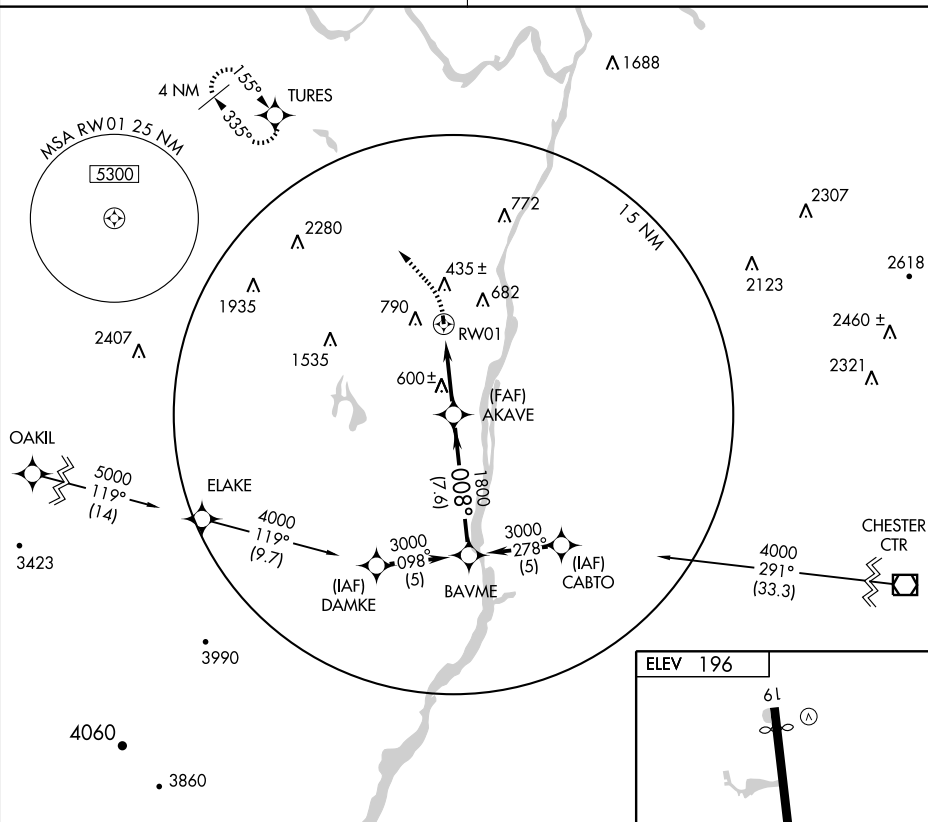
1490/14W.

APP CRS
008°Rwy Idg **2704**
TDZE **196**
Apt Elev **196****RNAV (GPS) RWY 1**

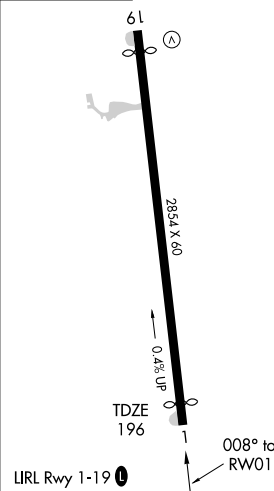
SOUTH BETHLEHEM / SOUTH ALBANY (4BØ)



NA

Use Albany Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.MISSED APPROACH: Climbing left turn
to 3500 direct TURES WP and hold.ALBANY APP CON
118.05 263.075UNICOM
123.0 (CTAF) 0

ELEV 196



3500

TURES

BAYME

AKAVE

3000

RWY 01

3.04°

TCH 40

Procedure
Turn NA

4.9 NM

7.6 NM

CATEGORY

A

B

C

D

LNAV MDA

960-1

764 (800-1)

960-1½

764 (800-1½)

NA

CIRCLING

960-1

764 (800-1)

1040-1½

844 (900-1½)

NA

URL Rwy 1-19 0

SOUTH BETHLEHEM, NEW YORK

Orig 09099

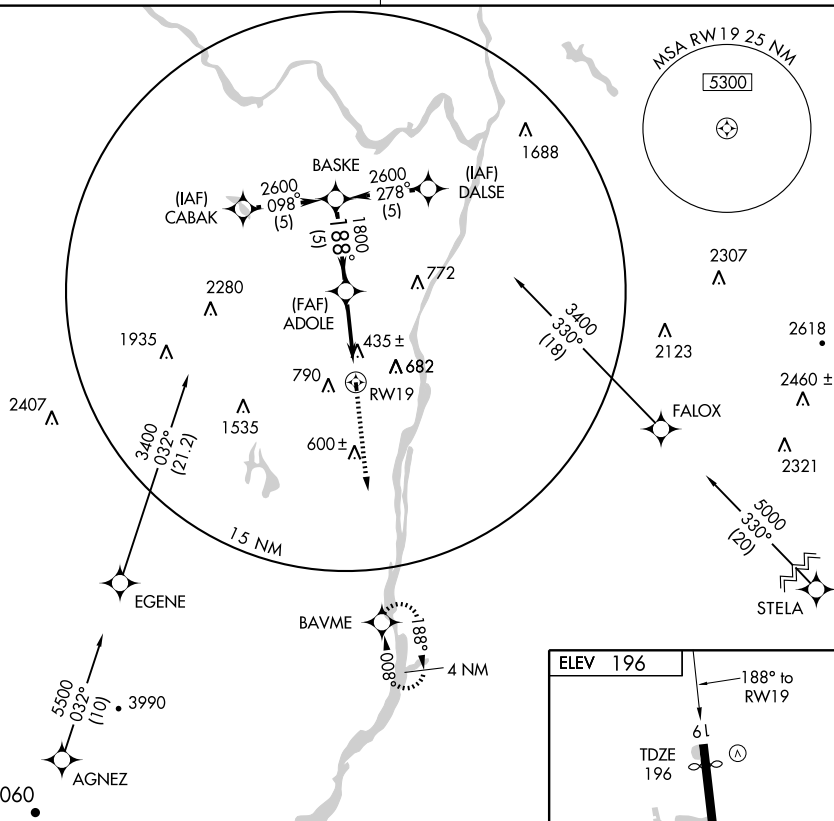
SOUTH BETHLEHEM / SOUTH ALBANY (4BØ)

42°34'N - 73°50'W

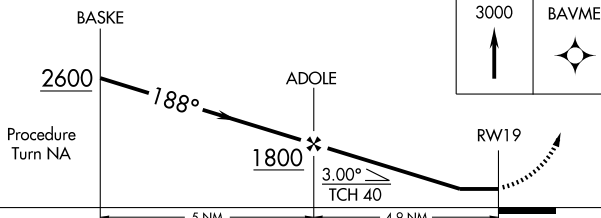
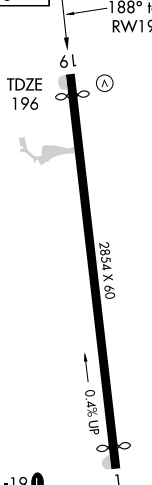
RNAV (GPS) RWY 1

RNAV (GPS) RWY 19

SOUTH BETHLEHEM / SOUTH ALBANY (4B0)

APP CRS
188°Rwy Idg **2730**
TDZE **196**
Apt Elev **196**Use Albany Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.MISSED APPROACH: Climb to 3000 direct
BAVME WP and hold.ALBANY APP CON
118.05 263.075UNICOM
123.0 (CTAF) 0

ELEV 196



CATEGORY	A	B	C	D
LNNAV MDA	740-1	544 (600-1)	NA	NA
CIRCLING	840-1 644 (700-1)	1040-1¼ 844 (900-1¼)	NA	NA

LURL Rwy 1-19 0

SOUTH BETHLEHEM, NEW YORK

Orig 09099

42°34'N - 73°50'W

SOUTH BETHLEHEM / SOUTH ALBANY (4B0)

RNAV (GPS) RWY 19

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

SOUTHAMPTON HELIPORT (87N) 4 SW UTC-5(-4DT) N40°50.84' W72°27.84'

5 NOTAM FILE ISP

HELIPAD H1: H44X44 (ASPH)

HELIPORT REMARKS: Attended continuously. Noise sensitive area due to houses nearby. No idling or waiting on helipad permitted.

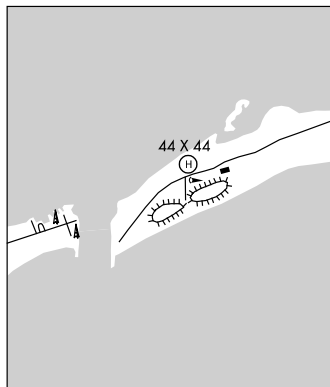
COMMUNICATIONS: CTAF 122.9

NEW YORK APP/DEP CON 125.975

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HAMPTON (H) VORTAC 113.6 HTO Chan 83 N40° 55.14' W72° 19.00' 250° 8.0 NM to fld. 22/13W. **HIWAS.**

NEW YORK
COPTER
L-33C, 341
IAP



SPADARO (See EAST MORICHES)

SPENCERPORT AIRPARK (D91) 2 S UTC-5(-4DT) N43°10.17' W77°49.10'

DETROIT

614 NOTAM FILE BUF

RWY E-W: 2450X90 (TURF) LIRL (NSTD)

RWY E: Trees.

RWY W: Trees.

AIRPORT REMARKS: Attended irregularly. Rwy lgts opr dusk-0200Z±. Rwy E-W soft in winter. For rwy conditions call 585-338-7676 or 585-352-1930. Rwy E-W NSTD LIRL; only 4 thld lgts each rwy end; 1 red; 3 clear; no green thld lgts; spacing varies.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services 1-888-766-8267.

SQUIR N40°54.27' W72°33.39' NOTAM FILE FOK.

NDB (LOM) 400 FO 236° 5 NM to Francis S Gabreski. LOM unmonitored.

Unusable 251°-280° byd 7 NM, 281°-250° byd 10 NM.

STAATSBURG

AIRHAVEN (Ø9N) 3 SE UTC-5(-4DT) N41°49.96' W73°52.57'

NEW YORK

450 S4 NOTAM FILE ISP

RWY 02-20: 1863X75 (TURF)

RWY 02: Tree.

RWY 20: Trees.

AIRPORT REMARKS: Unattended. Rwy not plowed in winter. Rwy 02-20 2 ft pvc reflective markers, blue markers at thld, all others along edges are white. Steep grades and drop-offs located in Rwy 02 safety area.

COMMUNICATIONS: CTAF 122.9

STEWART INTL (See NEWBURGH)

APP CRS 190°	Rwy Idg Surface Elev Apt Elev	N/A 39 5
------------------------	-------------------------------------	-------------------------------------

COPTER RNAV (GPS) 190°

SOUTHAMPTON HELIPORT (87N)

NA Procedure NA at night. DME/DME RNP-0.3 NA.
Use Westhampton Beach altimeter setting, when not received,
use New Haven altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn
to 2000 direct BEADS and hold.

WESTHAMPTON BEACH ASOS
119.925

NEW YORK APP CON
125.975

CTAF
122.9

Procedure NA for arrivals at CCC VOR/DME
via V16 southwest bound.

CALVERTON
CCC

1700
096°
(14.9)

824

Proceed visually from CRANN
or conduct the specified
missed approach.

(IF/IAF)
TIDUE

(FAF)
STAYS

(MAP)
CRANN

Δ 265
Δ 420

SEE INSET

5 NM

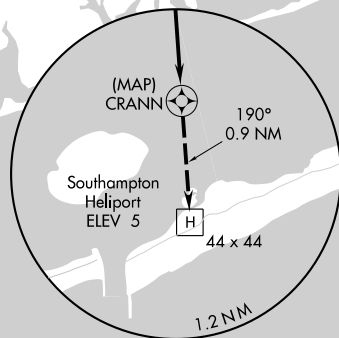
056°
236°

BEADS

Limit final and missed approach
maximum airspeed to 70 KIAS.

MSA CRANN 25 NM

1900

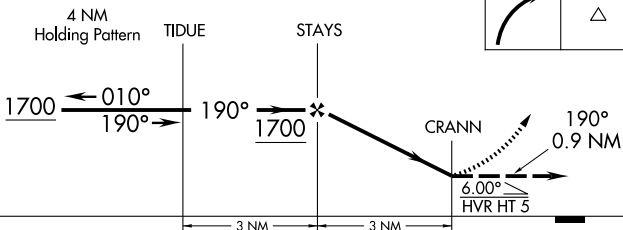


ELEV 5

190° 0.9 NM
from MAP

Surface
Elevation 39

44 X 44



CATEGORY	COPTER	B	C	D
H-190°	560-1 521 (600-1)		NA	

STORMVILLE (N69) 1 NE UTC-5(-4DT) N41°34.61' W73°43.97'

358 NOTAM FILE ISP

RWY 06-24: H3315X50 (ASPH) S-25 0.8% up NE

RWY 06: Trees. **RWY 24:** Trees.

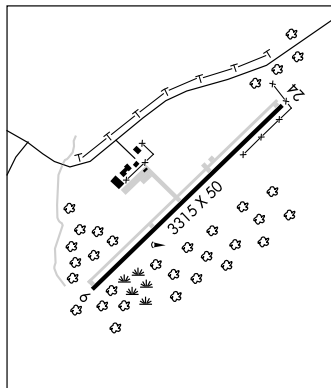
AIRPORT REMARKS: Unattended. Geese on and inofv rwy Aug-Oct. Rwy 06-24 wide cracks and weeds on rwy. Rwy 06-24 not plowed. Various materials may be next to rwy ends after flea markets. Rwy 06-24 markings faded and difficult to see from ground.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **NEW YORK APP/DEP CON** 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93' W73°49.33' 155° 6.7 NM to fld. 580/12W. **HIWAS.**



NEW YORK
L-33B, 34I
IAP

SUFFOLK CO N40°50.27' W72°37.91' NOTAM FILE FOK.

(T) **TACAN** Chan 47 FOK (111.0) at Francis S Gabreski. 50/13W. Unmonitored when twr closed. No NOTAM MP Mon 1600-2000Z†.

NEW YORK
L-33B, 34I

SULLIVAN CO (See MONTICELLO)

SYRACUSE

SYRACUSE HANCOCK INTL (SYR) 4 NE UTC-5(-4DT) N43°06.67' W76°06.38'

421 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C

NOTAM FILE SYR

RWY 10-28: H9003X150 (ASPH-GRVD) S-115, D-156, 2D-257

PCN 121 F/B/W/T HIRL CL

RWY 10: MALS. VASI(V4L)—GA 3.0°TCH 55'. Trees.

RWY 28: ALSF2. TDZL. Trees. 0.3% up.

RWY 15-33: H7500X150 (ASPH-GRVD) S-115, D-156, 2D-257

PCN 143 F/B/W/T HIRL CL

RWY 15: MALS. VASI(V4L)—GA 3.0°TCH 53'. Tree.

RWY 33: PAPI(P4L)—GA 3.0° TCH 50'. Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 10	15-33	7700
RWY 15	10-28	6000

AIRPORT REMARKS: Attended continuously. No charter operations through passenger terminal building without prior permission. No jet engine maintenance runs abv idle between 0400-1100Z†. No transient acft parking on main terminal ramp. Deer/coyote/birds on and inofv arpt. Rwy 10 RVR touchdown, midpoint and rollout avbl. Rwy 28 RVR touchdown, midpoint and rollout avbl. Rwy 33 RVR touchdown avbl. Rwy 28 touchdown RVR also used for Rwy 33. Direct custom notification is required. Hours of notification are Mon-Sat 1300-2200Z†. Arrivals outside of these hours must make arrangements during regular work hours; call 315-455-2271. Noise abatement procedures in effect.

WEATHER DATA SOURCES: ASOS (315) 455-3444. **HIWAS** 117.0 SYR. WSP.

COMMUNICATIONS: ATIS 124.225 UNICOM 122.95

Ⓡ **APP/DEP CON** 134.275 (279°-099°) 126.125 (100°-278°)

TOWER 120.3 **GND CON** 121.7 **CLNC DEL** 125.05

AIRSPACE: CLASS C svc continuous ctc **APP CON**

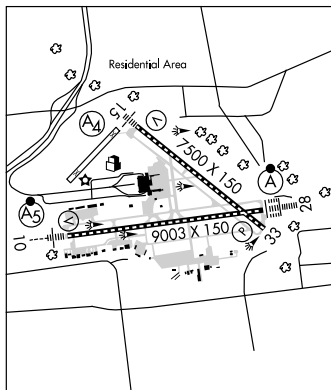
RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

(H) **VORTACW** 117.0 SYR Chan 117 N43°09.63' W76°12.27' 135° 5.2 NM to fld. 420/11W. **HIWAS.** DME unusable byd 35 NM blo 4000'

ILS/DME 109.9 I-MRZ Chan 36 Rwy 10. Class 1A.

ILS/DME 109.9 I-SYR Chan 36 Rwy 28. Class 11E.

COMM/NAV/WEATHER REMARKS: Field condition reports recording avbl call 315-455-3444.



NEW YORK
H-11C, 12I, L-32F
IAP, AD

VOR/DME IGN 117.6 Chan 123	APP CRS 155°	Rwy Idg TDZE Apt Elev N/A N/A 358
--	------------------------	---

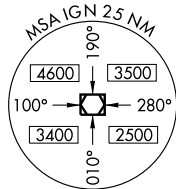
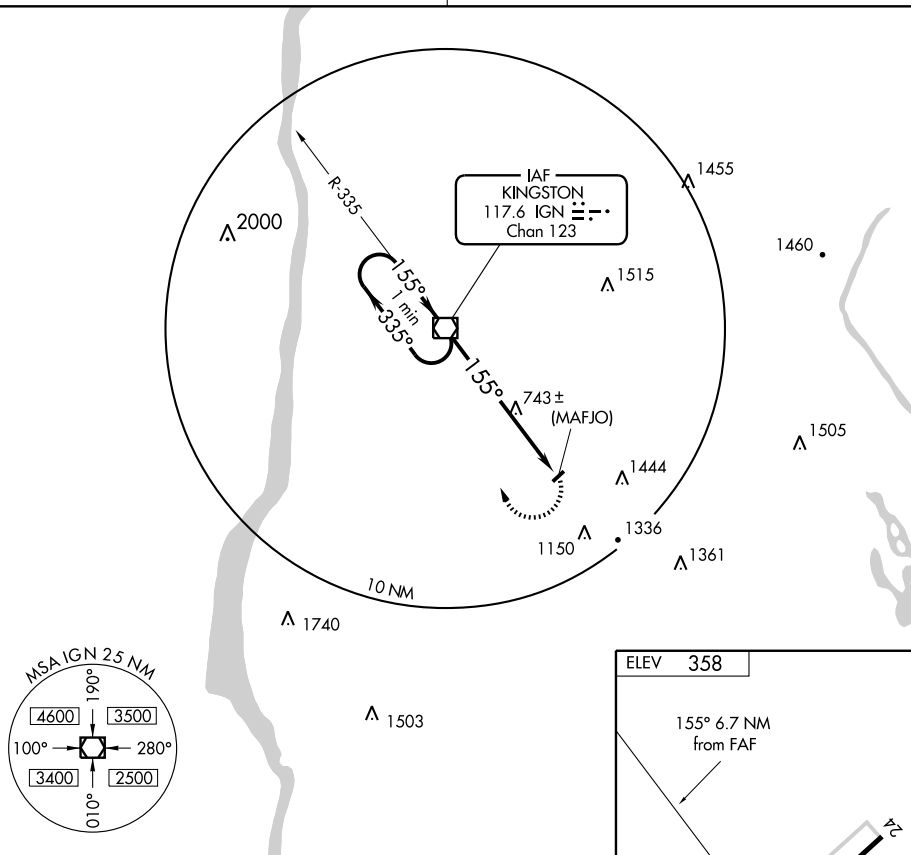
VOR or GPS-A
STORMVILLE (N69)

▼ Use Poughkeepsie altimeter setting.
▲ NA Terrain rises rapidly East and Southeast of airport.
Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 3000 direct
IGN VOR/DME and hold.

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF)



One Minute
Holding Pattern

3000

VOR/DME

335°

155°

155°

2700

3000

IGN

117.6

155°

6.7 NM

0.8% UP

2315 X 50

0.8% UP

0.8% UP

0.8% UP

0.8% UP

0.8% UP

0.8% UP

0.8% UP

CATEGORY

A

B

C

D

CIRCLING

1860-3

1502 (1600-3)

NA

FAF to MAP 6.7 NM

Knots

60

90

120

150

180

Min:Sec

6:42

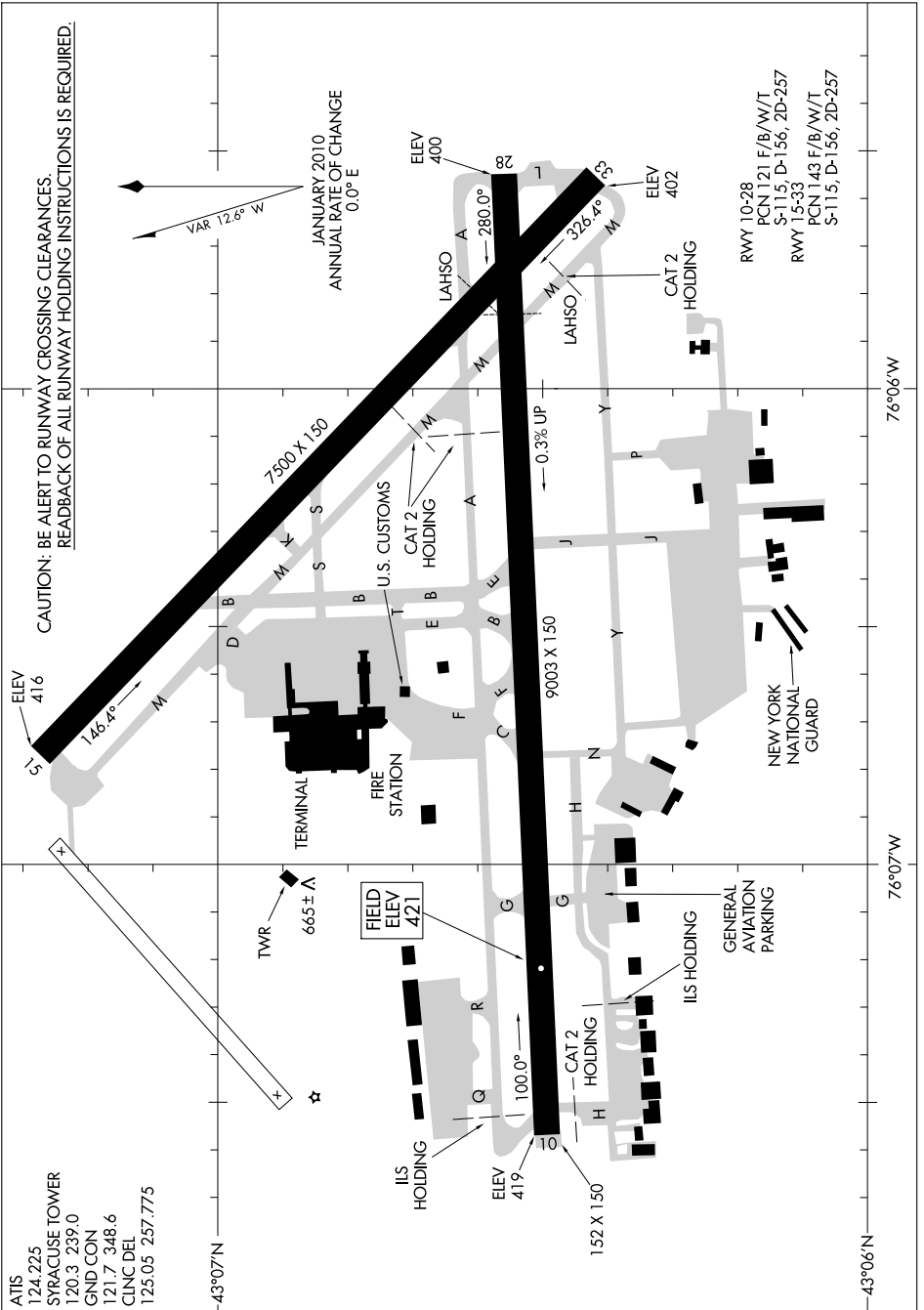
4:28

3:21

2:41

2:14

NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010

STORMVILLE (N69) 1 NE UTC-5(-4DT) N41°34.61' W73°43.97'

358 NOTAM FILE ISP

RWY 06-24: H3315X50 (ASPH) S-25 0.8% up NE

RWY 06: Trees. **RWY 24:** Trees.

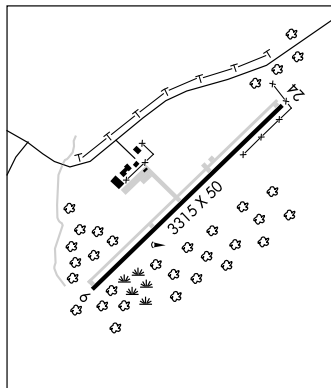
AIRPORT REMARKS: Unattended. Geese on and in/ovf rwy Aug-Oct. Rwy 06-24 wide cracks and weeds on rwy. Rwy 06-24 not plowed. Various materials may be next to rwy ends after flea markets. Rwy 06-24 markings faded and difficult to see from ground.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **NEW YORK APP/DEP CON** 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93' W73°49.33' 155° 6.7 NM to fld. 580/12W. **HIWAS.**



NEW YORK
L-33B, 34I
IAP

SUFFOLK CO N40°50.27' W72°37.91' NOTAM FILE FOK.

(T) **TACAN** Chan 47 FOK (111.0) at Francis S Gabreski. 50/13W. Unmonitored when twr closed. No NOTAM MP Mon 1600-2000Z†.

NEW YORK
L-33B, 34I

SULLIVAN CO (See MONTICELLO)

SYRACUSE

SYRACUSE HANCOCK INTL (SYR) 4 NE UTC-5(-4DT) N43°06.67' W76°06.38'

421 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C

NOTAM FILE SYR

RWY 10-28: H9003X150 (ASPH-GRVD) S-115, D-156, 2D-257

PCN 121 F/B/W/T HIRL CL

RWY 10: MALSR. VASI(V4L)—GA 3.0° TCH 55'. Trees.

RWY 28: ALSF2. TDZL. Trees. 0.3% up.

RWY 15-33: H7500X150 (ASPH-GRVD) S-115, D-156, 2D-257

PCN 143 F/B/W/T HIRL CL

RWY 15: MALSR. VASI(V4L)—GA 3.0° TCH 53'. Tree.

RWY 33: PAPI(P4L)—GA 3.0° TCH 50'. Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 10	15-33	7700
RWY 15	10-28	6000

AIRPORT REMARKS: Attended continuously. No charter operations through passenger terminal building without prior permission. No jet engine maintenance runs abv idle between 0400-1100Z†. No transient acft parking on main terminal ramp. Deer/coyote/birds on and in/ovf arpt. Rwy 10 RVR touchdown, midpoint and rollout avbl. Rwy 28 RVR touchdown, midpoint and rollout avbl. Rwy 33 RVR touchdown avbl. Rwy 28 touchdown RVR also used for Rwy 33. Direct custom notification is required. Hours of notification are Mon-Sat 1300-2200Z†. Arrivals outside of these hours must make arrangements during regular work hours; call 315-455-2271. Noise abatement procedures in effect.

WEATHER DATA SOURCES: ASOS (315) 455-3444. **HIWAS** 117.0 SYR. WSP.

COMMUNICATIONS: ATIS 124.225 UNICOM 122.95

Ⓡ **APP/DEP CON** 134.275 (279°-099°) 126.125 (100°-278°)

TOWER 120.3 **GND CON** 121.7 **CLNC DEL** 125.05

AIRSPACE: CLASS C svc continuous ctc **APP CON**

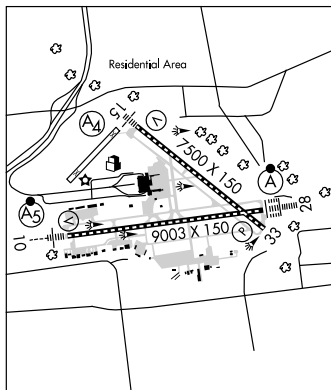
RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

(H) **VORTACW** 117.0 SYR Chan 117 N43°09.63' W76°12.27' 135° 5.2 NM to fld. 420/11W. **HIWAS.**
DME unusable byd 35 NM blo 4000'

ILS/DME 109.9 I-MRZ Chan 36 Rwy 10. Class 1A.

ILS/DME 109.9 I-SYR Chan 36 Rwy 28. Class 11E.



COMM/NAV/WEATHER REMARKS: Field condition reports recording avbl call 315-455-3444.



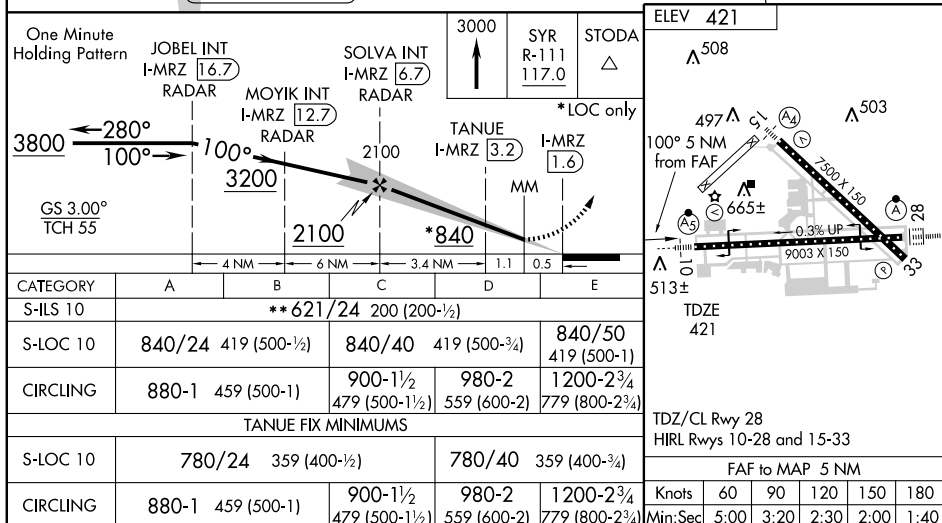
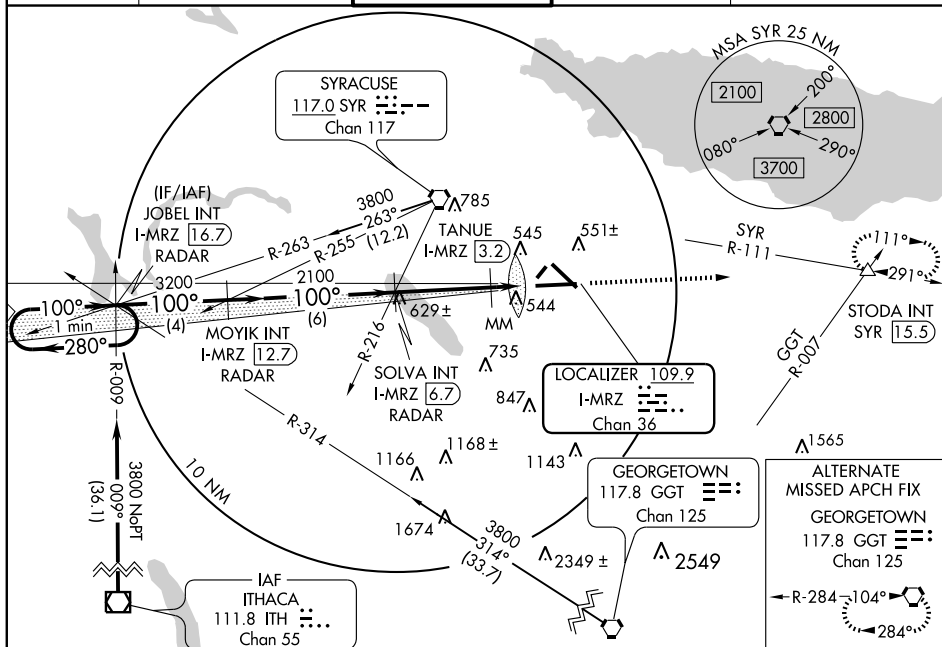
NEW YORK
H-11C, 12I, L-32F
IAP, AD

LOC/DME I-MRZ 109.9 Chan 36	APP CRS 100°	Rwy Idg 9003 TDZE 421 Apt Elev 421
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ILS or LOC RWY 10
SYRACUSE HANCOCK INTL (SYR)

	<p>For inoperative MALSR, increase S-LOC 10 Cat E visibility to 1½ miles and TANUE fix minimums S-LOC Cat E visibility to RVR 6000. **RVR 1800 authorized with the use of FD or AP or HUD to DA.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 3000 via SYR VORTAC R-111 to STODA Int/SYR 15.5 DME and hold.</p>
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ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775
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LOC/DME I-SYR <u>109.9</u> Chan 36	APP CRS 280°	Rwy Idg 9003 TDZE 413 Apt Elev 421
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ILS RWY 28
SYRACUSE HANCOCK INTL (SYR)

T * RADAR or DME REQUIRED



MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.

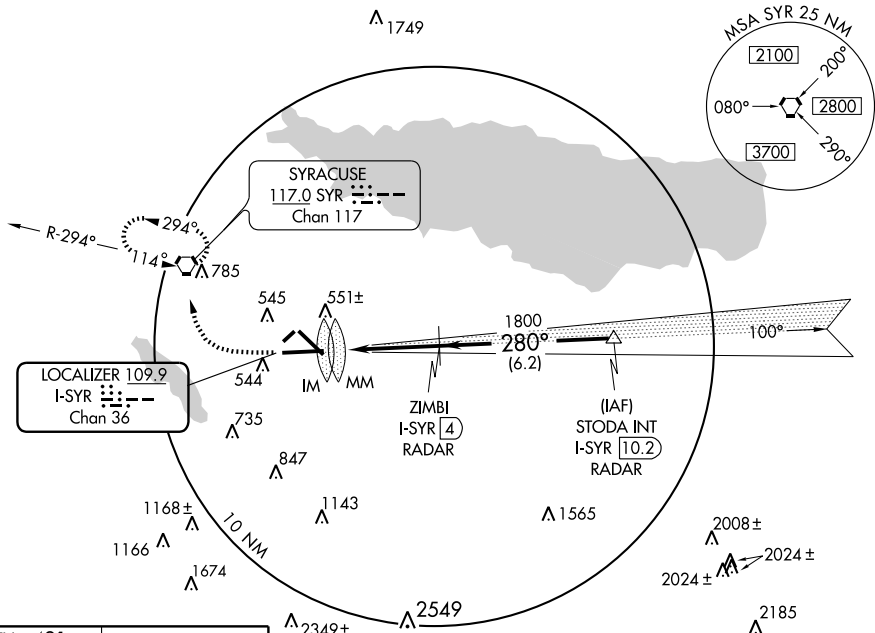
ATIS
124.225

SYRACUSE APP CON
134.275 279.6

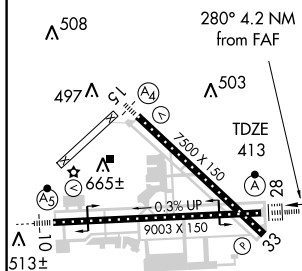
SYRACUSE TOWER
120.3 239.0

GND CON
121.7 348.6

CLNC DEL
125.05 257.775



ELEV 421



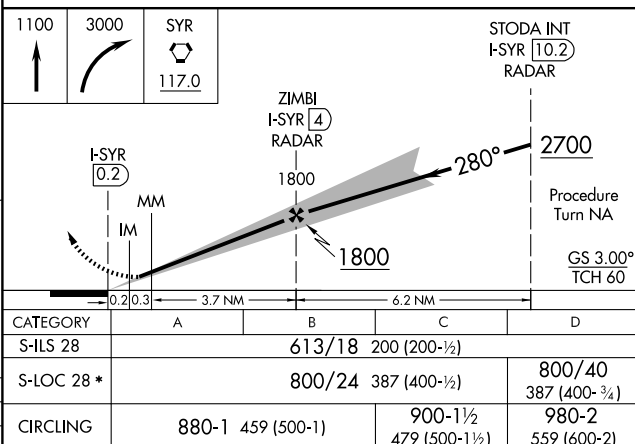
TDZ/CL Rwy 28
HIRL Rwy 10-28 and 15-33

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SYRACUSE, NEW YORK

Amdt 33B 09351



SYRACUSE HANCOCK INTL (SYR)

ILS RWY 28

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

43°07'N - 76°06'W

LOC/DME I-SYR 109.9 Chan 36	APP CRS 280°	Rwy Idg TDZE Apt Elev	9003 413 421
---	------------------------	-----------------------------	---

ILS RWY 28 (CAT II)

SYRACUSE HANCOCK INTL (SYR)

ALSF-2



MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.

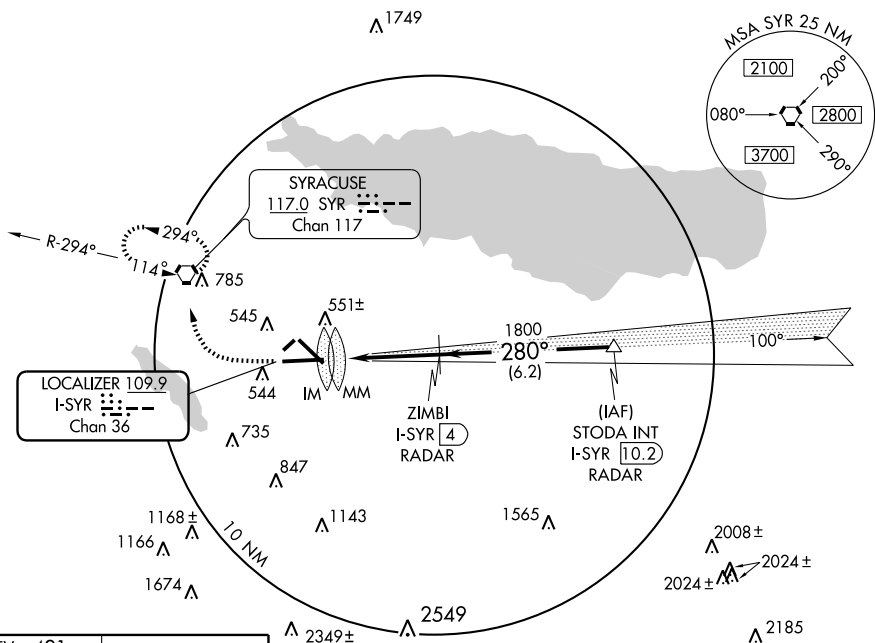
ATIS
124.225

SYRACUSE APP CON
134.275 279.6

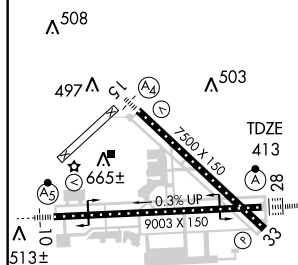
SYRACUSE TOWER
120.3 239.0

GND CON
121.7 348.6

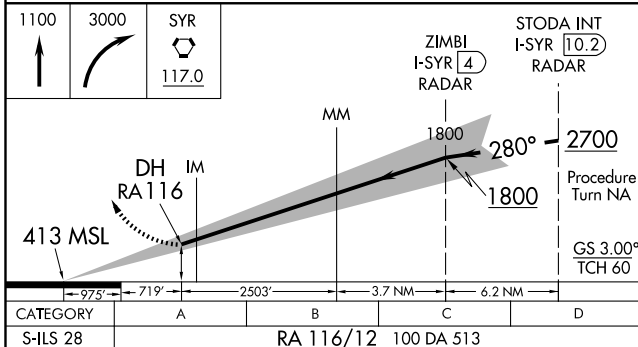
CLNC DEL
125.05 257.775



ELEV 421



1100	3000	SYR
↑	↗	117.0



CATEGORY	A	B	C	D
S-ILS 28	RA 116/12	100 DA 513		

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 28
HIRL Rws 10-28 and 15-33

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

WAAS CH 40017 W10A	APP CRS 100°	Rwy Idg 9003 TDZE 421 Apt Elev 421
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RNAV (GPS) RWY 10
SYRACUSE HANCOCK INTL (SYR)

SYRACUSE HANCOCK INTL (SYR)



DME/DME RNP-0.3 NA. Baro-VNAV NA below -1.5°C (5°F).
For inoperative MALSR, increase LPV visibility all Cats to RVR 5000.
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.



MISSED APPROACH:
Climb to 3000 direct
STODA and hold.

ATIS
124,225

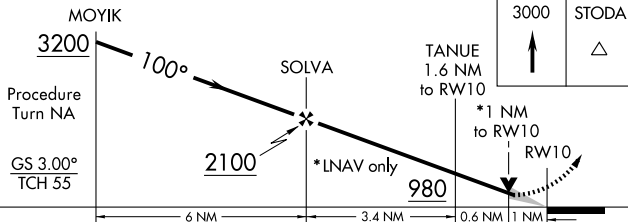
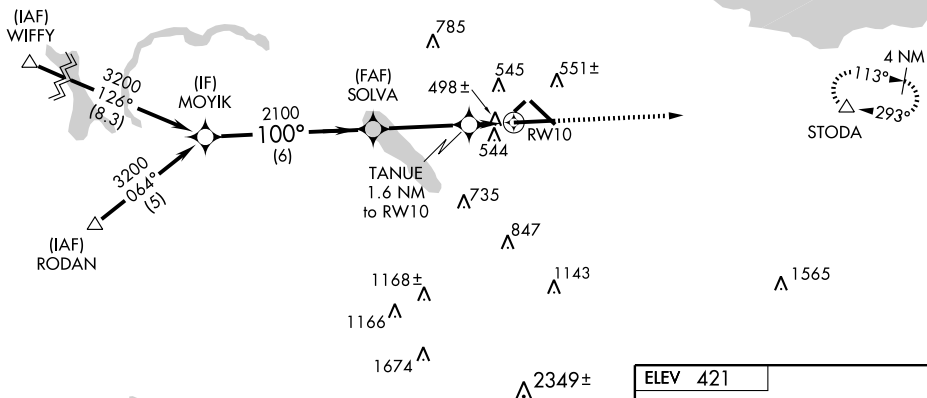
SYRACUSE APP CON
134.275 279.6

SYRACUSE TOWER
120.3 239.0

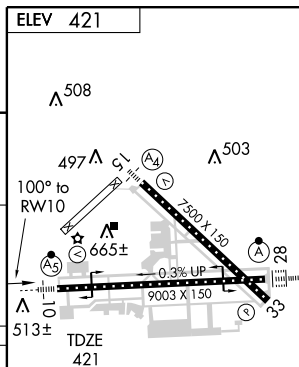
GND CON
121.7 348.6

CLNC DEL
125.05 257,775

Procedure NA for arrivals at RODAN
via V84 westbound and arrivals at WIFFY
via V2 westbound.



CATEGORY	A	B	C	D
LPV DA		722/24	301 (400-½)	
LNAV/ VNAV DA		823/50	402 (500-1)	
LNAV MDA		800/24	379 (400-½)	800/50 379 (400-1)
CIRCLING	880-1½	459 (500-1½)	900-1½ 479 (500-1½)	980-2 559 (600-2)



TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

SYRACUSE, NEW YORK

Amdt 1 09351

43°07'N - 76°06'W

SYRACUSE HANCOCK INTL (SYR)

RNAV (GPS) RWY 10

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

VORTAC SYR	APP CRS	Rwy Idg	7500
<u>117.0</u>	314°	TDZE	409
Chan 117		Apt Elev	421

VOR or TACAN RWY 33
SYRACUSE HANCOCK INTL (SYR)



MISSED APPROACH: Climb to 3000 direct SYR VORTAC and hold. (TACAN aircraft continue via SYR R-294 to WACOR/7 DME and hold NW, LT, 114° inbound.)

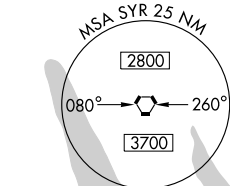
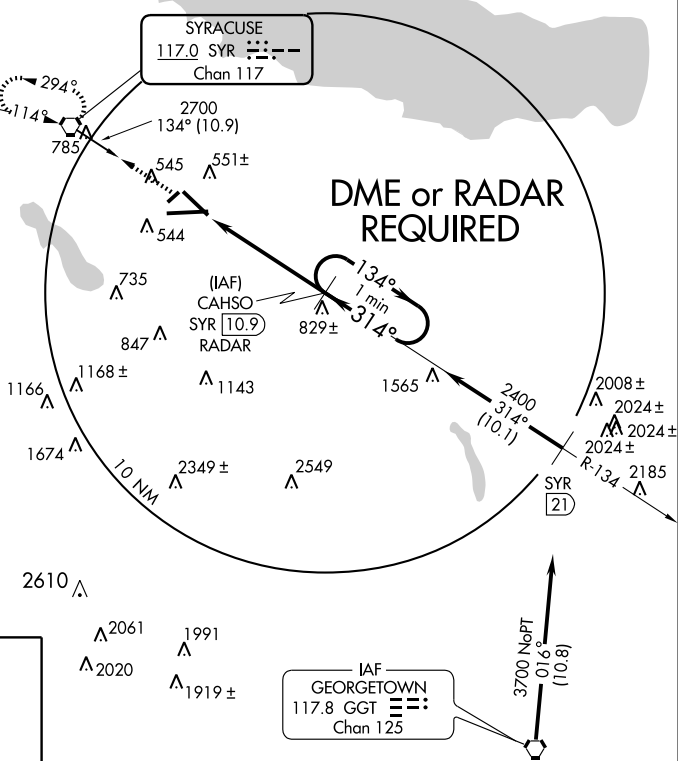
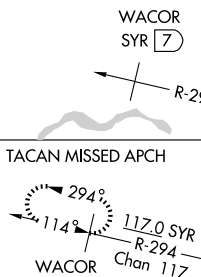
ATIS
124.225

SYRACUSE APP CON
134.275 279.6

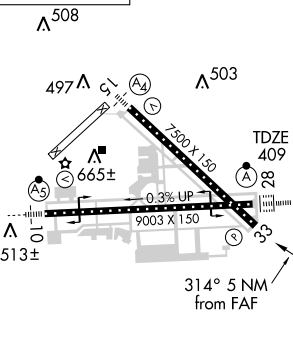
SYRACUSE TOWER
120.3 239.0

GND CON
121.7 348.6

CLNC DEL
125.05 257.775




ELEV 421



TDZ/CL Rwy 28
HIRL Rwy 10-28 and 15-33

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

3000 ↑	SYR  <u>117.0</u>
-----------	--

IAF
GEORGETOWN
117.8 GGT **==:**
Chan 125

CAHSO
SYR 10.9
RADAR

One Minute Holding Pattern

$\begin{array}{c} 134^\circ \rightarrow \\ \hline \leftarrow 314^\circ \end{array} \quad \underline{2700}$
 VGS1 and descent angles
 not coincident.

CATEGORY	A	B	C	D	E
S-33	880/50	471 (500-1)	880/60 471 (500-1¼)	880-1½ 471 (500-1½)	880-1¾ 471 (500-1¾)
CIRCLING	880-1	459 (500-1)	900-1½ 479 (500-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)

SYRACUSE, NEW YORK

Orig-D 09351

SYRACUSE HANCOCK INTL (SYR)

43°07'N - 76°06'W

VOR or TACAN RWY 33

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

SYRACUSE SUBURBAN ARPT (6NK) 13 N UTC-5(-4DT) N43°16.03' W76°10.77'

NEW YORK

400

RWY 16-34: H2500X60 (ASPH) MIRL

RWY 16: REIL. PAPI(P2L)

RWY 34: REIL. PAPI(P2R). Trees.

AIRPORT REMARKS: Attended on call, ctc arpt manager 315-469-7317. ACTIVATE MIRL Rwy 16-34, PAPI Rwy 16 and Rwy 34, and REIL Rwy 16 and Rwy 34—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF

SYRACUSE (H) VORTACW 117.0 SYR Chan 117 N43°09.63' W76°12.27' 021° 6.5 NM to fld. 420/11W.

DME unusable byd 35 NM blo 4000'. **HIWAS**

TICONDEROGA MUNI (4B6) 2 NE UTC-5(-4DT) N43°52.64' W73°24.79'

NEW YORK

273 B S2 NOTAM FILE BTV

L-326

RWY 02-20: H4041X60 (ASPH) MIRL

IAP

RWY 02: REIL. PAPI(P2L). Trees.

RWY 20: REIL. PAPI(P2L). Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 02-20, PAPI Rwy 02 and 20, REIL Rwy 02 and 20—CTAF. Rwy 02 PAPI OTS indef. Rwy 20 PAPI OTS indef. REIL Rwy 02 OTS indef. REIL Rwy 20 OTS indef.

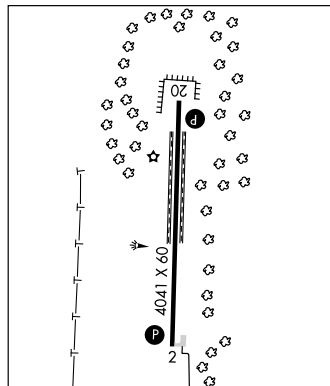
COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 135.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

BURLINGTON (L) VORW/DME 117.5 BTW Chan 122 N44°23.83'

W73°10.95' 213° 32.7 NM to fld. 420/15W. **HIWAS.**



TRI-CITIES (See ENDICOTT)

TROY

RENSSELAER CO (5B7) 6 SE UTC-5(-4DT) N42°41.45' W73°34.77'

NEW YORK

440 **FUEL** 100LL TPA-1500(1060) NOTAM FILE BTV

RWY 18-36: H2670X50 (ASPH) S-8

RWY 18: Trees. **RWY 36:** Trees.

AIRPORT REMARKS: Unattended. Deer and birds on and invof arpt. Surrounding terrain slopes down to rwy; due to higher surrounding terrain recommend use of the following procedures: Dep Rwy 36—Use best angle of climb speed until well clear of residential area north of Rwy 36; Arrivals Rwy 18—maintain sufficient altitude on final so as to avoid low altitude and/or high power over residential area which underlies final apch to Rwy 18. Dep Rwy 18 and arrivals Rwy 36—use normal procedures. Rwy 18-36 pavement cracked, loose rocks and vegetation. Rwy 18 first 40' overgrown with grass. Rwy 18 markings not visible. Transient acft call 518-279-1394 for field conditions prior to arrival.

COMMUNICATIONS: CTAF/UNICOM 122.7

UTICA N43°01.59' W75°09.87' NOTAM FILE UCA.

NEW YORK

(L) **VORTAC** 111.2 UCA Chan 49 331° 16.4 NM to Griffiss Intl. 1420/12W.

L-326

RCO 122.65 122.2 122.1R 111.2T (BUFFALO RADIO)

UTICA/FRANKFORT

FRANKFORT-HIGHLAND (6B4) UTC-5(-4DT) N43°01.26' W75°10.23'

NEW YORK

1325 **FUEL** 100LL NOTAM FILE BUF

RWY 13-31: H2550X30 (ASPH) S-12 LIRL(NSTD)

RWY 13: Thld dspcd 75'. Trees.

RWY 31: Trees.

AIRPORT REMARKS: Unattended. Self-serve fuel. Model plane club opr on arpt. 5' wide hole on right side pavement edge Rwy 13, 803' from AER. Rwy 31 has 120 ft dropoff 310 ft from thld on both sides. LIRL Rwy 13-31 not avbl to transient acft. Rwy 13-31 NSTD LIRL; lgts are 40 ft from rwy edge. Arpt located 5 miles SE Utica. Rwy 13-31 grass ldg area each side of ASPH inside lgts: not maintained winter months; snow plowing; braking action and field condition reports not avbl. Rwy 13-31 markings are NSTD size and painted white.

COMMUNICATIONS: CTAF/UNICOM 122.8

APP CRS
017°

Rwy Idg **4041**
TDZE **273**
Apt Elev **274**

RNAV (GPS) RWY 2

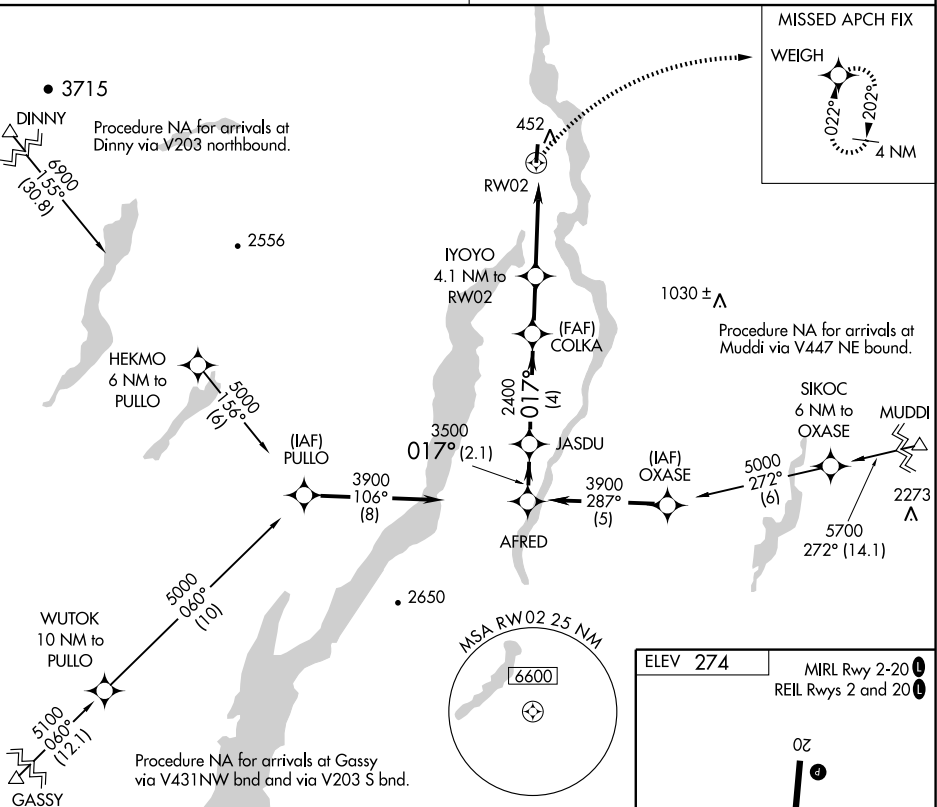
TICONDEROGA MUNI (4B6)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Burlington altimeter setting

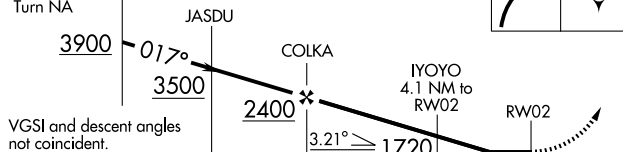
MISSED APPROACH: Climbing right turn to 4000
direct WEIGH WP and hold.

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF)



Procedure Turn NA

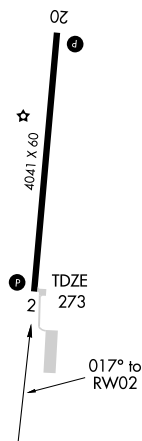


CATEGORY	A	B	C	D
LNAV MDA	1480-1¼ 1207 (1300-1¼)	1480-1½ 1207 (1300-1½)	NA	
CIRCLING	1480-1¼ 1206 (1300-1¼)	1480-1½ 1206 (1300-1½)	NA	

ELEV 274

MIRL Rwy 2-20

REIL Rwy 2 and 20



APP CRS **197°**
 Rwy Idg **4041**
 TDZE **273**
 Apt Elev **274**

RNAV (GPS) RWY 20

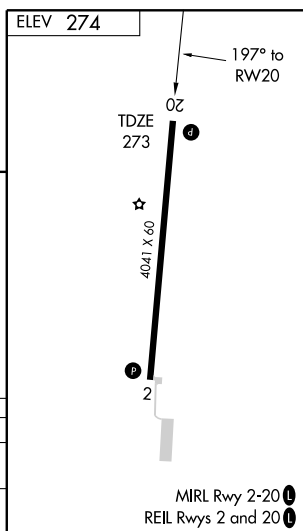
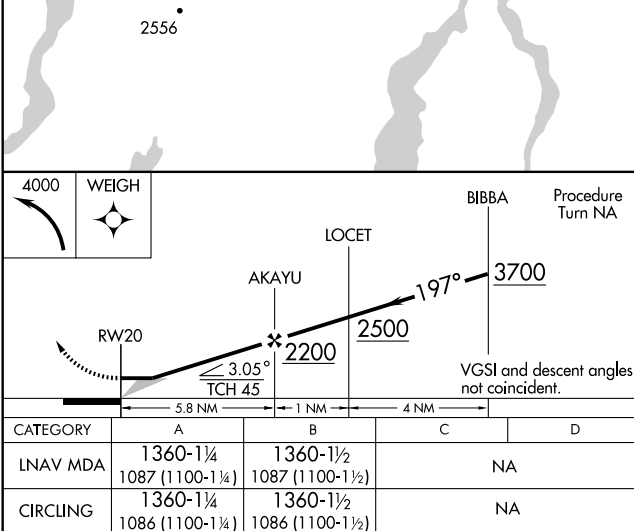
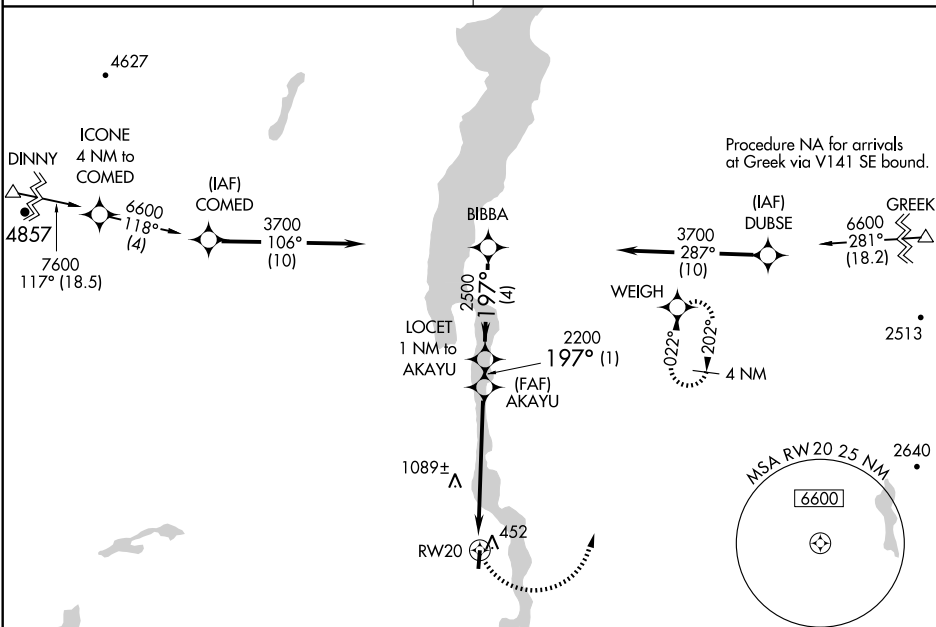
TICONDEROGA MUNI (4B6)

GPS or RNP-0.3 required.
 DME/DME RNP-0.3 NA.
 Use Burlington altimeter setting

MISSED APPROACH: Climbing left turn to 4000
 direct WEIGH WP and hold.

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF) 0



AIRPORT DIAGRAM

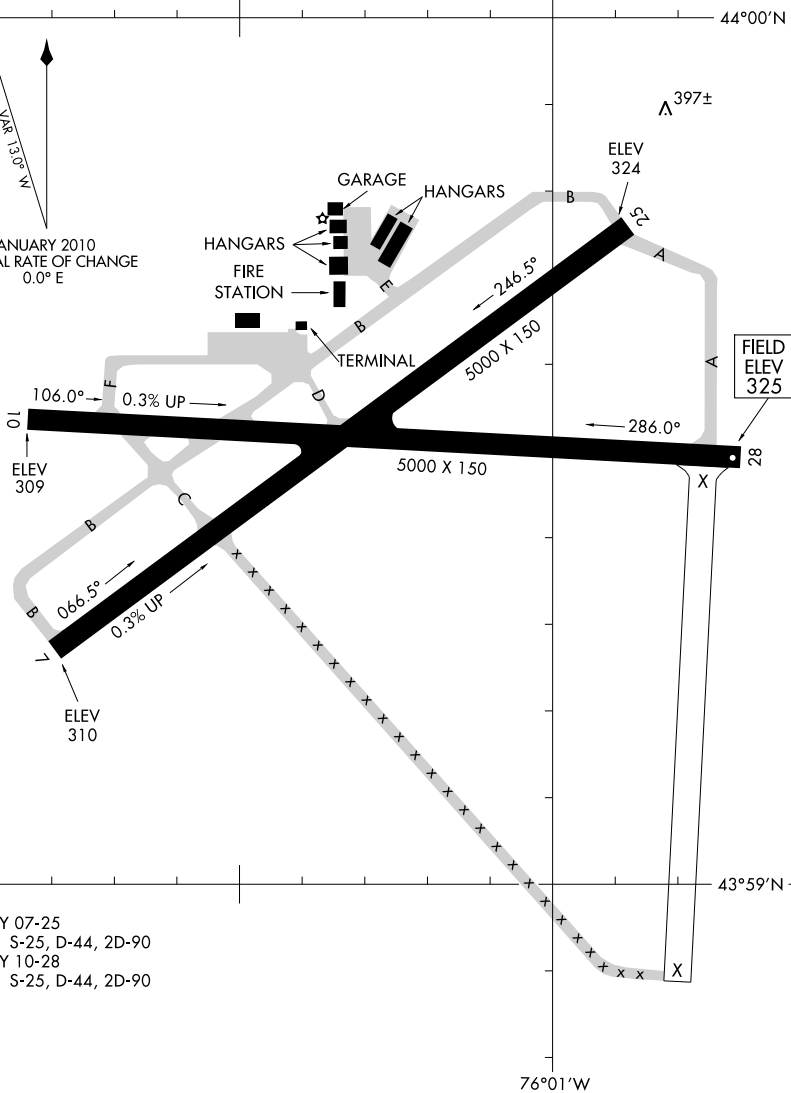
AL-666 (FAA)

WATERTOWN INTL (ART)
WATERTOWN, NEW YORK

ASOS
132.325
CTAF/UNICOM
123.0
CLNC DEL
120.8

D

VAR 13.0° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E



RWY 07-25
S-25, D-44, 2D-90
RWY 10-28
S-25, D-44, 2D-90

AIRPORT DIAGRAM

WATERTOWN, NEW YORK
WATERTOWN INTL (ART)

10210

NE-2, 21 OCT 2010 to 18 NOV 2010

WATERTOWN INTL (ART) 5 W UTC-5(-4DT) N43°59.52' W76°01.31'

NEW YORK

325 B S4 FUEL 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE ART

H-11C, 12K, L-32F

RWY 07-25: H5000X150 (ASPH-GRVD) S-25, D-44, 2D-90 HIRL 0.3% up NE

IAP, AD

RWY 07: MALSR. PAPI(P4L)—GA 3.0° TCH 46'. Trees.

RWY 10-28: H5000X150 (ASPH-GRVD) S-25, D-44, 2D-90

MIRL 0.3% up E

RWY 10: PAPI(P4L)—GA 3.0° TCH 46'. Trees.

RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 47'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 07: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 10: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 25: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 28: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

AIRPORT REMARKS: Attended 1300Z†-dusk. For fuel and service call 315-639-3783 or after hrs call 315-629-3765 or 315-646-1627. Deer and birds on and invof arpt. PPR 2 hours for air carrier ops with more than 30 passenger seats call assistant manager 315-639-3809 or after 2130Z† call 315-783-7568. Twy C clsd Oct-Apr. ACTIVATE HIRL Rwy 07-25, MIRL Rwy 10-28, MALSR Rwy 07, PAPI Rwy 10 and Rwy 28, REIL Rwy 28 and twy lgtS—CTAF. Ldg fee for acct over 6000 lbs gross weight. 2 hours advance notice to U.S. Customs by pilot required, call 315-482-2261.

WEATHER DATA SOURCES: ASOS 132.325 (315) 639-4002.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 109.8T (BURLINGTON RADIO)

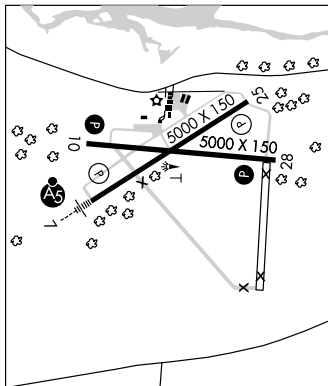
RCO 122.3 122.2 (BURLINGTON RADIO)

Ⓡ WHEELER-SACK APP/DEP CON 128.25 CLNC DEL 120.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ART.

(L) VORTAC 109.8 ART Chan 35 N43°57.12' W76°03.88' 050° 3.0 NM to fld. 370/12W.

ILS 111.1 I-ART Rwy 07. Class ID.

**WEEDSPORT****WHITFORDS** (B16) 2 NE UTC-5(-4DT) N43°04.82' W76°32.30'

NEW YORK

400 B FUEL 100LL, MOGAS TPA-1200(800) NOTAM FILE BUF

L-32F

RWY 10-28: H3630X60 (ASPH) MIRL

IAP

RWY 10: Thld dspcd 430'. Trees.

RWY 28: Thld dspcd 350'. Trees.

RWY E-W: 2800X100 (TURF)

RWY E: Hill. RWY W: Trees.

AIRPORT REMARKS: Attended dalgt hours. 87 octane also avbl. Rwy E-W CLOSED Nov 1-May 15. Ultralghts on and invof arpt. ACTIVATE MIRL Rwy 10-28-122.7. Rotating bcn OTS indef. For rotating bcn after 0400Z† call 315-834-9059.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ SYRACUSE APP/DEP CON 134.275

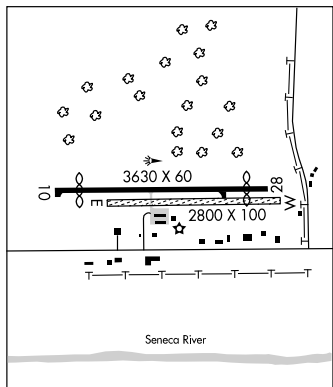
RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

SYRACUSE (H) VORTACW 117.0 SYR Chan 117 43°09.63'

W76°12.27' 263° 15.4 NM to fld. 420/11W. HIWAS.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services

1-888-766-8267.



LOC I-ART 111.1	APP CRS 065°	Rwy Idg TDZE Apt Elev	5000 319 325
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ILS or LOC RWY 7

WATERTOWN INTL (ART)



Circling NA at night to Rwy 10.

MALSR



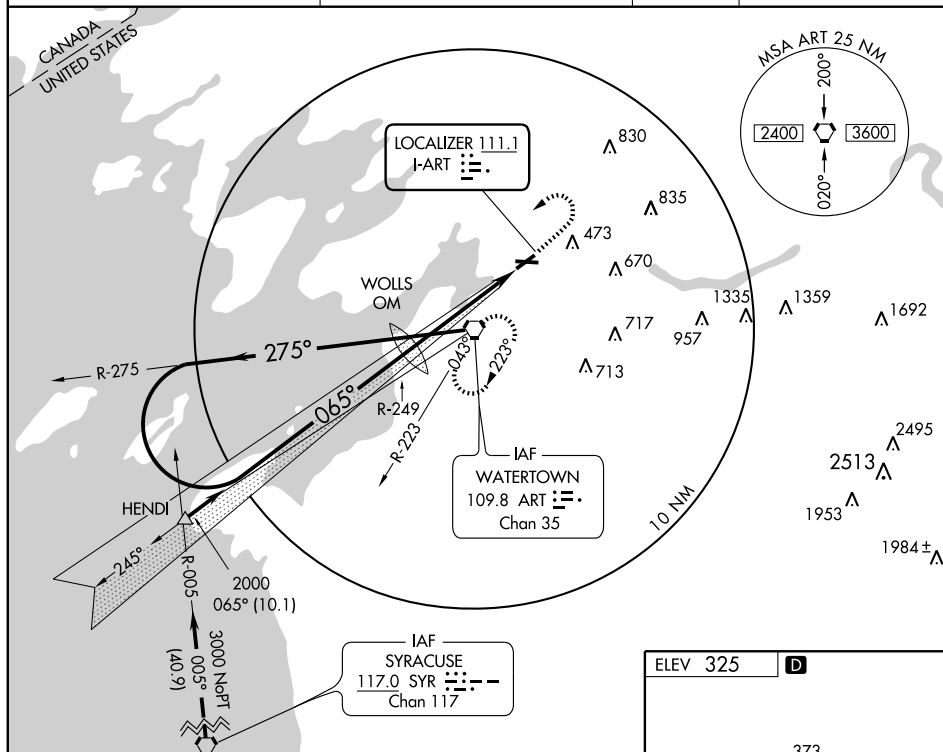
MISSED APPROACH: Climb to 800, then climbing left turn to 2400 direct ART VORTAC and hold.

ASOS
132.325

WHEELER-SACK APP CON
128.25 257.6

CLNC DEL
120.8

UNICOM
123.0 (CTAF)



Remain
within 15 NM
of VORTAC

VORTAC

800

2400

ART

2000

065°

GS 3.00°

TCH 55

2000

OM

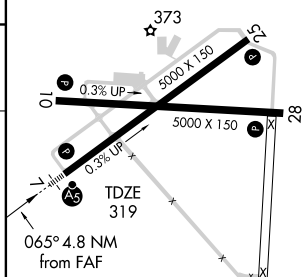
1909

4.8 NM

CATEGORY	A	B	C	D
S-ILS 7	519-½ 200 (200-½)			
S-LOC 7	760-½ 411 (500-½)		760-¾ 411 (500-¾)	760-1 441 (500-1)
CIRCLING	940-1 615 (700-1)	960-1 635 (700-1)	960-1¾ 635 (700-1¾)	1000-2¼ 675 (700-2¼)

ELEV 325

D



REIL Rwy 28

HIRL Rwy 7-25

MIRL Rwy 10-28

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

WATERTOWN, NEW YORK

Amdt 6D 10210

44°00'N - 76°01'W

ILS or LOC RWY 7

WAAS CH 82510 W07A	APP CRS 065°	Rwy Idg TDZE Apt Elev	5000 319 325
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RNAV (GPS) RWY 7

WATERTOWN INTL (ART)

▼ Circling to Rwy 10 NA at night. When local altimeter setting not received, use Syracuse altimeter setting and increase LPV DA to 706 feet; LNAV/VNAV DA to 1039 feet; and all MDA 140 feet; increase LPV visibility ¼ mile all Cats; LNAV/VNAV visibility ½ mile all Cats; LNAV Cat C ¼ mile, and Cat D ½ mile; increase Circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. VDP NA when using Syracuse altimeter setting. Baro-VNAV NA when using Syracuse altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALS, when using Syracuse altimeter setting, increase LPV visibility to 1¼ mile all Cats.

MALS



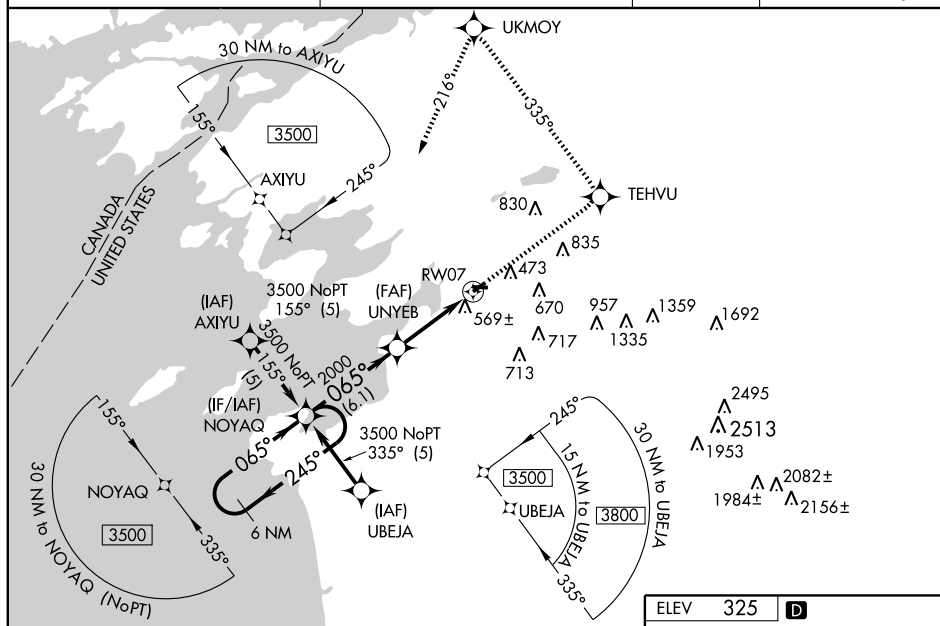
MISSED APPROACH:
Climb to 3500 direct TEHVU via 335° track to UKMOY and left turn via 216° track to NOYAQ and hold.

ASOS
132.325

WHEELER-SACK APP CON
128.25 257.6

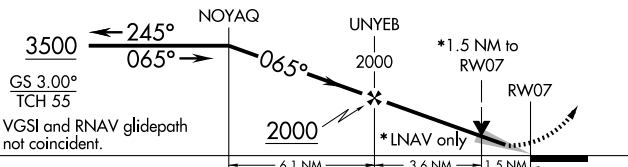
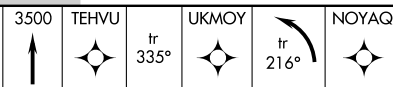
CINC DEL
120.8

UNICOM
123.0 (CTAF) ①

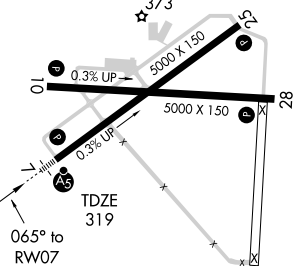


ELEV **325** **D**

6 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA		570-½	251 (300-½)	
LNAV/VNAV DA		903-1½	584 (600-1½)	
LNAV MDA	820-½ 501 (500-½)		820-1 501 (500-1)	
CIRCLING	960-1 635 (700-1)		960-1¾ 635 (700-1¾)	1000-2¼ 675 (700-2¼)



REIL Rwy 28 ①
HIRL Rwy 7-25 ①
MIRL Rwy 10-28 ①

WATERTOWN, NEW YORK

Amdt 1 10210

44°00'N - 76°01'W

RNAV (GPS) RWY 7

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ART 109.8 Chan 35	APP CRS 043°	Rwy Idg TDZE Apt Elev	5000 319 325
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VOR RWY 7

WATERTOWN INTL (ART)



Circling NA at night to Rwy 10.
Inoperative table does not apply.

MALSR



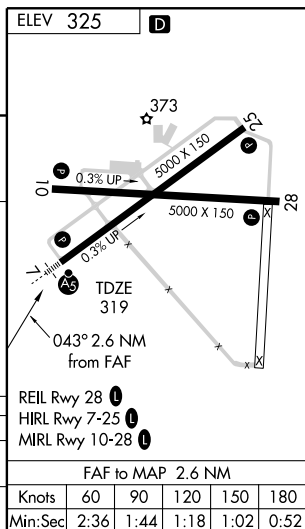
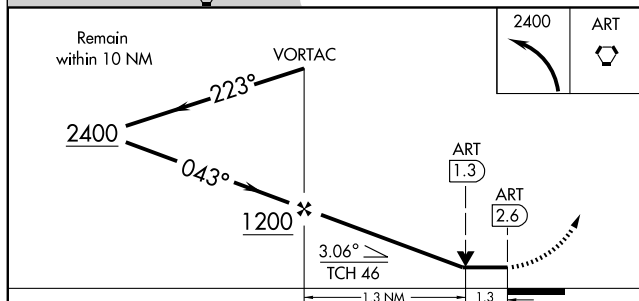
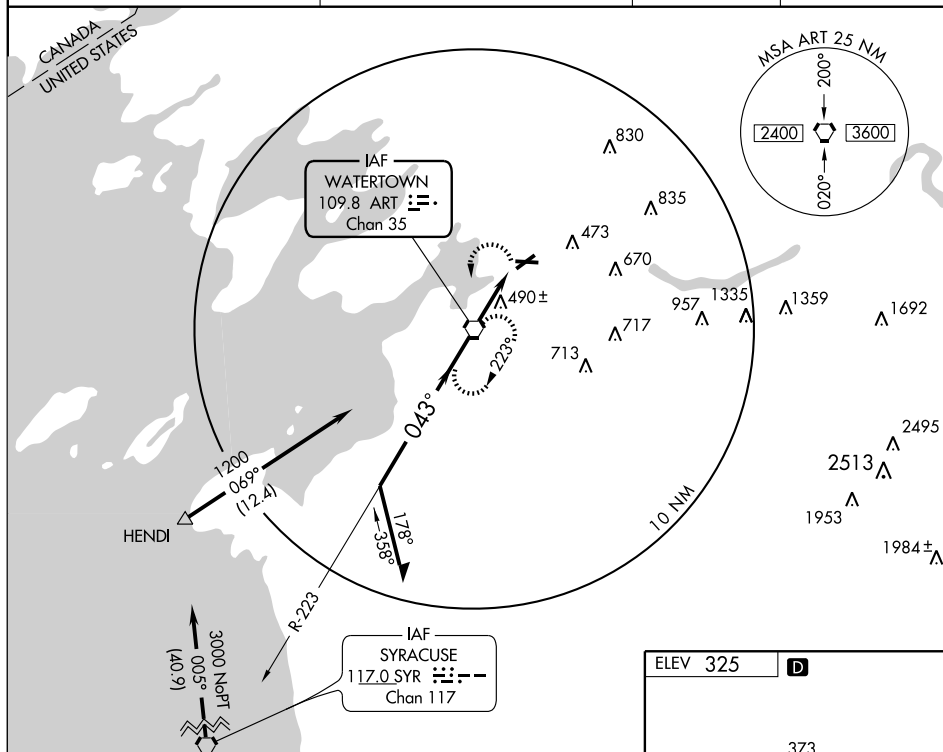
MISSED APPROACH: Climbing left turn to 2400
direct ART VORTAC and hold.

ASOS
132.325

WHEELER-SACK APP CON
128.25 257.6

CLNC DEL
120.8

UNICOM
123.0 (CTAF)



CATEGORY	A	B	C	D
S-7	840-1	521 (600-1)	840-1½ 521 (600-1½)	NA
CIRCLING	940-1 615 (700-1)	960-1 635 (700-1)	960-1¾ 635 (700-1¾)	NA

WATERTOWN, NEW YORK

Amdt 13C 10210

44°00'N-76°01'W

WATERTOWN INTL (ART)

VOR RWY 7

WATERTOWN INTL (ART) 5 W UTC-5(-4DT) N43°59.52' W76°01.31'

NEW YORK

325 B S4 FUEL 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE ART

H-11C, 12K, L-32F

RWY 07-25: H5000X150 (ASPH-GRVD) S-25, D-44, 2D-90 HIRL 0.3% up NE

IAP, AD

RWY 07: MALSR. PAPI(P4L)—GA 3.0°TCH 46'. Trees.

RWY 10-28: H5000X150 (ASPH-GRVD) S-25, D-44, 2D-90

MIRL 0.3% up E

RWY 10: PAPI(P4L)—GA 3.0° TCH 46'. Trees.

RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 47'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 07: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 10: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 25: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 28: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

AIRPORT REMARKS: Attended 1300Z†-dusk. For fuel and service call 315-639-3783 or after hrs call 315-629-3765 or 315-646-1627. Deer and birds on and invof arpt. PPR 2 hours for air carrier ops with more than 30 passenger seats call assistant manager 315-639-3809 or after 2130Z† call 315-783-7568. Twy C clsd Oct-Apr. ACTIVATE HIRL Rwy 07-25, MIRL Rwy 10-28, MALSR Rwy 07, PAPI Rws 10 and Rwy 28, REIL Rwy 28 and twy lgtS—CTAF. Ldg fee for acct over 6000 lbs gross weight. 2 hours advance notice to U.S. Customs by pilot required, call 315-482-2261.

WEATHER DATA SOURCES: ASOS 132.325 (315) 639-4002.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 109.8T (BURLINGTON RADIO)

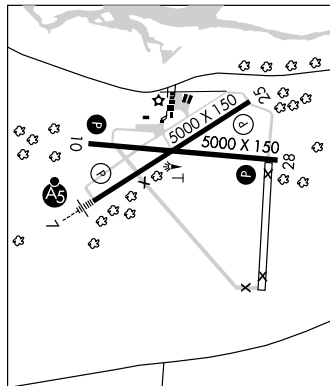
RCO 122.3 122.2 (BURLINGTON RADIO)

Ⓡ WHEELER-SACK APP/DEP CON 128.25 CLNC DEL 120.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ART.

(L) VORTAC 109.8 ART Chan 35 N43°57.12' W76°03.88' 050° 3.0 NM to fld. 370/12W.

ILS 111.1 I-ART Rwy 07. Class ID.

**WEEDSPORT****WHITFORDS** (B16) 2 NE UTC-5(-4DT) N43°04.82' W76°32.30'

NEW YORK

400 B FUEL 100LL, MOGAS TPA-1200(800) NOTAM FILE BUF

L-32F

RWY 10-28: H3630X60 (ASPH) MIRL

IAP

RWY 10: Thld dspcd 430'. Trees.

RWY 28: Thld dspcd 350'. Trees.

RWY E-W: 2800X100 (TURF)

RWY E: Hill. RWY W: Trees.

AIRPORT REMARKS: Attended dalgt hours. 87 octane also avbl. Rwy E-W CLOSED Nov 1-May 15. Ultralghts on and invof arpt. ACTIVATE MIRL Rwy 10-28-122.7. Rotating bcn OTS indef. For rotating bcn after 0400Z† call 315-834-9059.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ SYRACUSE APP/DEP CON 134.275

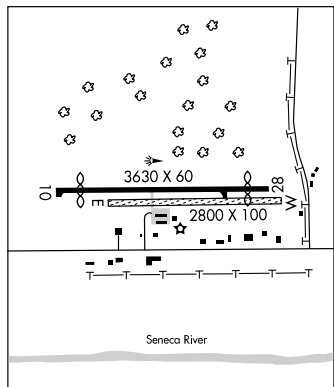
RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

SYRACUSE (H) VORTACW 117.0 SYR Chan 117 43°09.63'

W76°12.27' 263° 15.4 NM to fld. 420/11W. HIWAS.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services

1-888-766-8267.



APP CRS **099°**
 Rwy ldg **3200**
 TDZE **400**
 Apt Elev **400**

RNAV (GPS) RWY 10

WEEDSPORT/ WHITFORDS (B16)

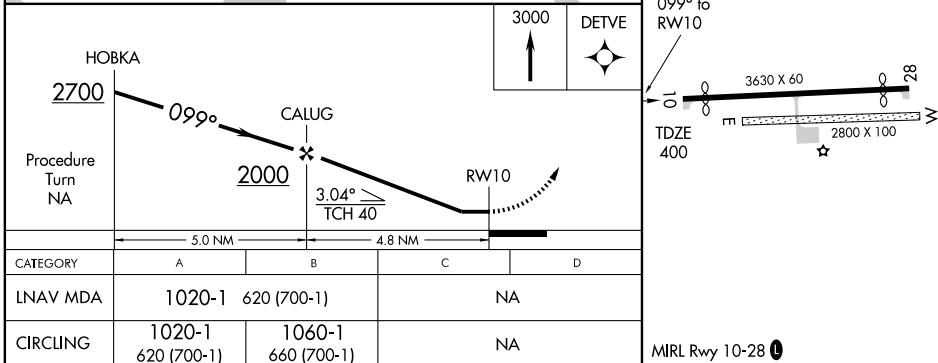
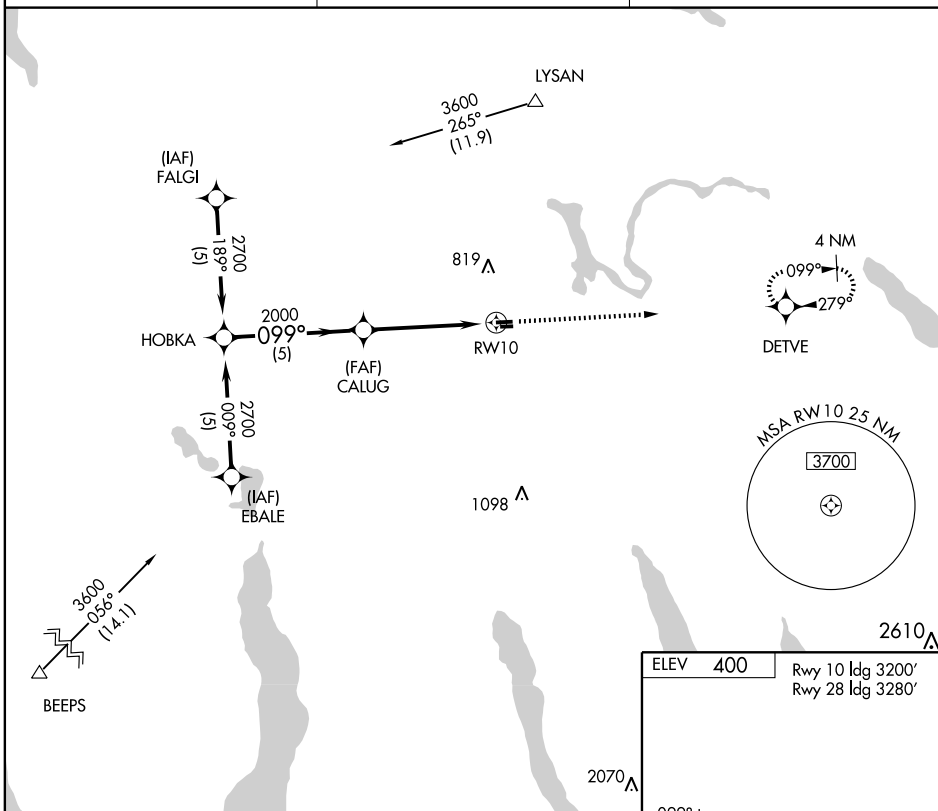
▼ Use Syracuse altimeter setting.
 ▲ NA GPS or RNP-0.3 required.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DETVE WP and hold.

SYRACUSE APP CON
134.275 279.6

UNICOM
122.8 (CTAF)

122.7



APP CRS **279°**
 Rwy ldg **3280**
 TDZE **400**
 Apt Elev **400**

RNAV (GPS) RWY 28

WEEDSPORT/WHITFORDS (B16)

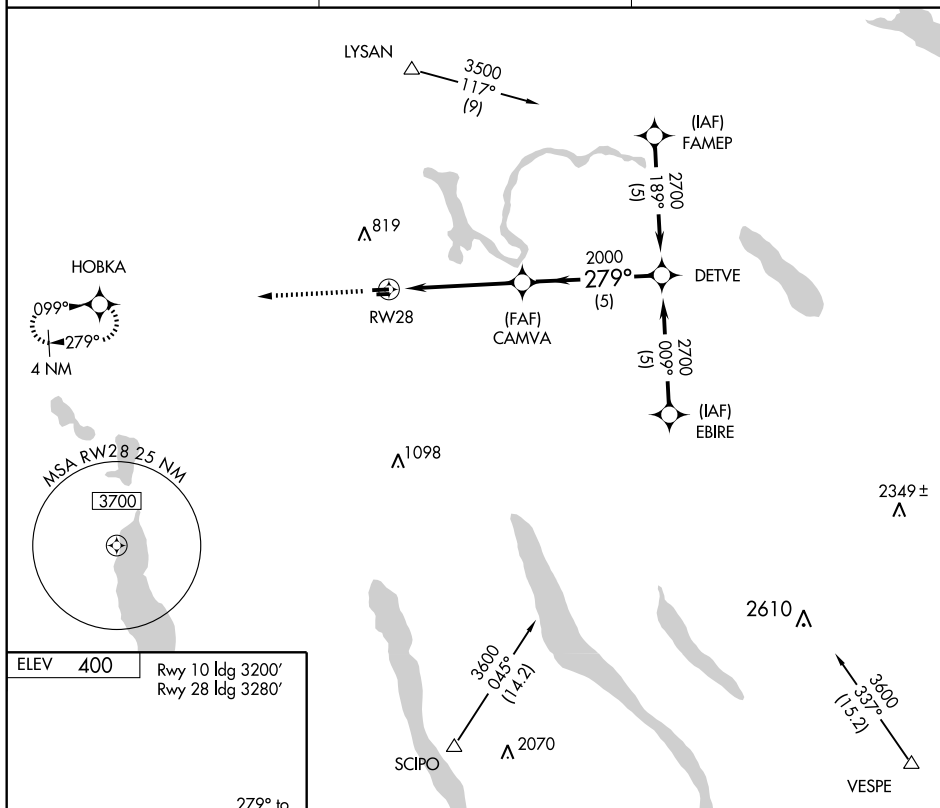
▼ Use Syracuse altimeter setting.
 ▲ NA GPS or RNP-0.3 required.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HOBKA WP and hold.

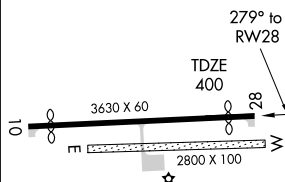
SYRACUSE APP CON
134.275 279.6

UNICOM
122.8 (CTAF)

122.7



ELEV **400**
 Rwy 10 ldg 3200'
 Rwy 28 ldg 3280'



MIRL Rwy 10-28

	3000	HOBKA	DETVE	
	↑	✱	✱	
		RWY 28	CAMVA	DETVE
		3.04° TCH 40	2000	2700
		4.8 NM	5.0 NM	
CATEGORY	A	B	C	D
LNNAV MDA	1000-1	600 (600-1)	NA	NA
CIRCLING	1000-1 600 (600-1)	1060-1 660 (700-1)	NA	NA

WELLSVILLE MUNI ARPT, TARANTINE FLD (ELZ) 2 SW UTC-5(-4DT)

N42°06.57' W77°59.40'

2124 B S4 FUEL 100LL, JET A NOTAM FILE ELZ

RWY 10-28: H5302X100 (ASPH-GRVD) S-25, D-45 HIRL

0.4% up W

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 39'. Thld dspcd 400'.

Trees.

RWY 28: MALS. PAPI(P2L)—GA 3.0° TCH 52'.**RUNWAY DECLARED DISTANCE INFORMATION****RWY 10:** TORA-5300 TODA-6300 ASDA-5300 LDA-4900**RWY 28:** TORA-5300 TODA-6300 ASDA-4900 LDA-4900**AIRPORT REMARKS:** Attended Mon-Fri 1200-2300Z†, Sat-Sun

1400-2200Z†. ACTIVATE HIRL Rwy 10-28; REIL Rwy 10 and

MALS Rwy 28 and PAPI Rwy 10 and Rwy 28—CTAF.

WEATHER DATA SOURCES: ASOS 119.275 (585) 593-0203.**COMMUNICATIONS:** CTAF/UNICOM 123.0**WELLSVILLE RCO** 122.1R 111.4T (BUFFALO RADIO)**CLEVELAND CENTER APP/DEP CON** 124.325**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.(L) **VORTAC** 111.4 ELZ Chan 51 N42°05.38'

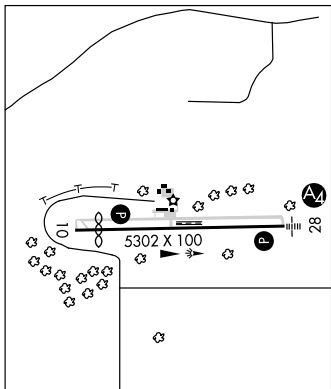
W77°59.97' 029° 1.3 NM to fld. 2296/09W.

ILS 110.5 I-ELZ Rwy 28. LOC only.**COMM/NAV/WEATHER REMARKS:** Cln del thru Flight Services 1-888-766-8267.

DETROIT

H-10H, 12J, L-30I, 32F

IAP



LOC I-ELZ	APP CRS	Rwy Idg	4900
<u>110.5</u>	278°	TDZE	2111
		Apt Elev	2124

LOC/DME RWY 28

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

T Inoperative table does not apply. Visibility reduction by helicopters NA.
A NA If local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 260 feet.

MALS

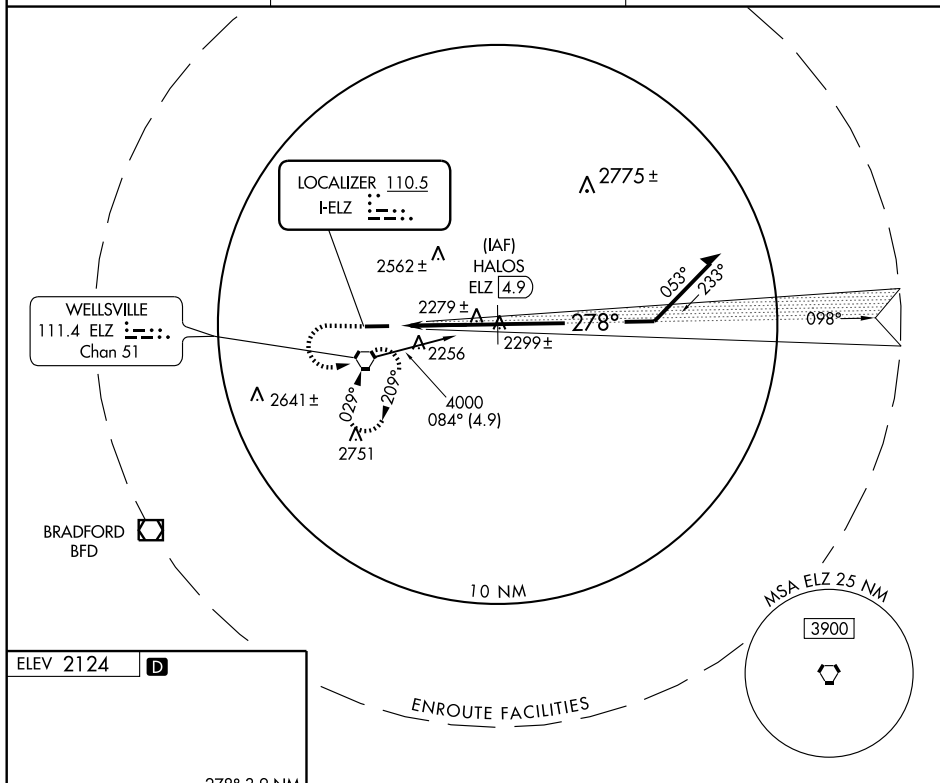
 $\text{A}_4 - \text{I}$

MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.

ASOS
119.275

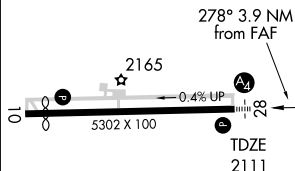
CLEVELAND CENTER
124,325 353,850

UNICOM
123.0 (CTAF) **L**



ELEV 2124

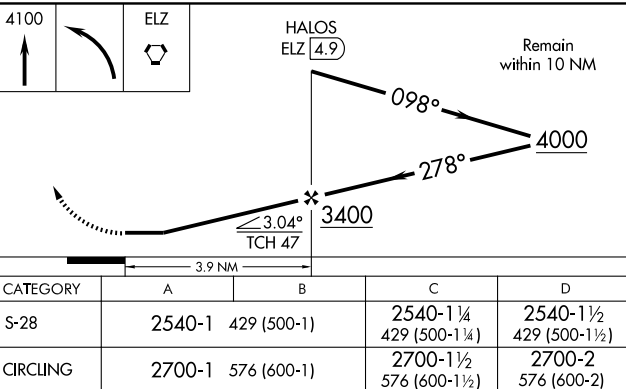
D



REIL Rwy 10 **L**
HIRL Rwy 10-28 **L**

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

WELLSVILLE, NEW YORK
Amdt 4 10266

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

42°07'N-77°59'W

LOC/DME RWY 28

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

WAAS CH 87002 W10A	APP CRS 097°	Rwy Idg 4900 TDZE 2124 Apt Elev 2124
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RNAV (GPS) RWY 10

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

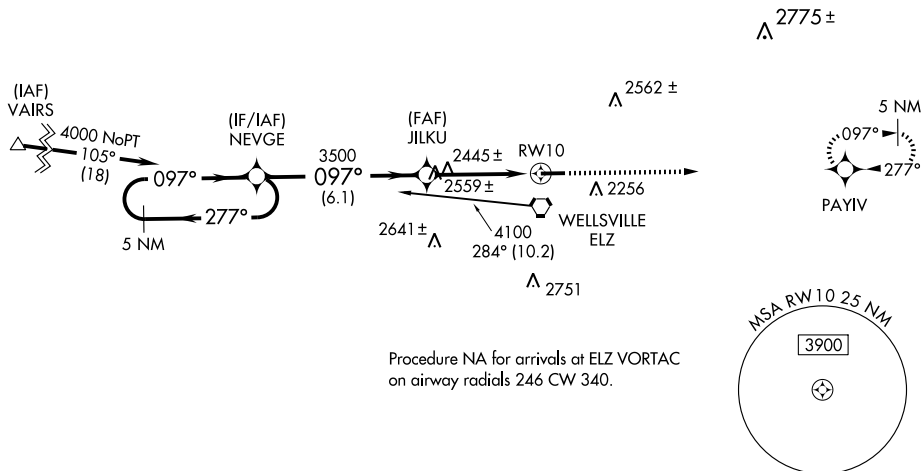
T VDP and Baro-VNAV NA with Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F).

A DME/DME RNP-0.3 NA. If local altimeter setting not received; use Bradford, PA altimeter setting and increase all DAs/MDAs 260 feet.

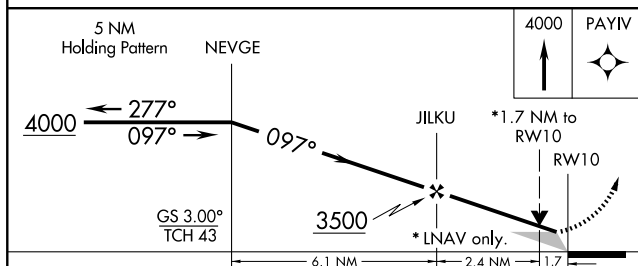
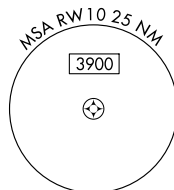
MISSED APPROACH:
Climb to 4000 direct
PAYIV and hold.

ASOS
119.275

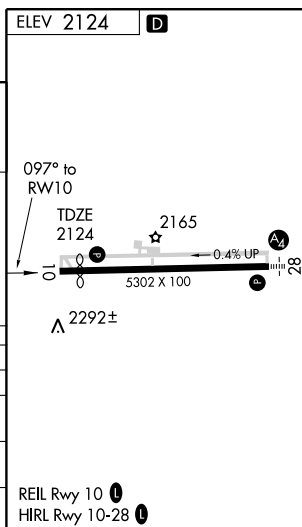
CLEVELAND CENTER
124.325 353.850

UNICOM
123.0 (CTAF) **L**

Procedure NA for arrivals at ELZ VORTAC
on airway radials 246 CW 340.



CATEGORY	A	B	C	D
LPV DA	2415-1 291 (300-1)			
RNAV/ VNAV DA	2596-1 $\frac{3}{4}$ 472 (500-1 $\frac{3}{4}$)			
RNAV MDA	2700-1 576 (600-1)	2700-1 $\frac{1}{2}$ 576 (600-1 $\frac{1}{2}$)	2700-1 $\frac{3}{4}$ 576 (600-1 $\frac{3}{4}$)	
CIRCLING	2700-1 $\frac{3}{4}$ 576 (600-1 $\frac{3}{4}$)			2700-2 576 (600-2)



WELLSVILLE, NEW YORK
Orig 10266

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

42°07'N-77°59'W

RNAV (GPS) RWY 10

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

WAAS CH 49102 W28A	APP CRS 277°	Rwy Idg TDZE Apt Elev	4900 2111 2124
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 28

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

T
A

Inoperative table does not apply. Baro-VNAV NA when using Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bradford, PA altimeter setting and increase DAs/MDAs 260 feet.

MAIS

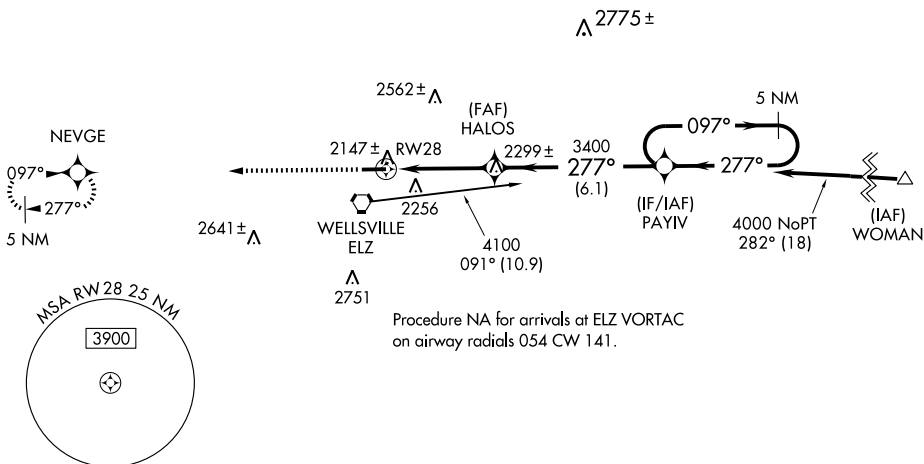


MISSED APPROACH:
Climb to 4000 direct
NEVGE and hold.

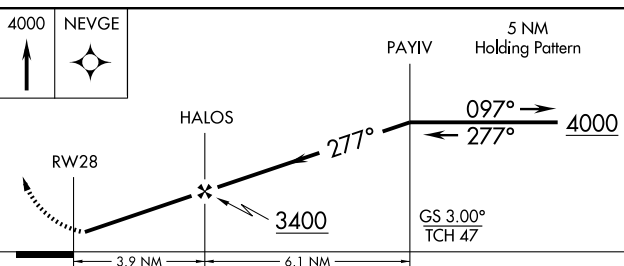
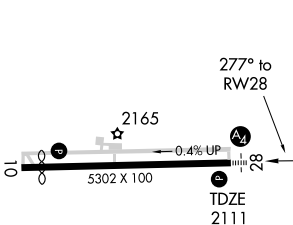
ASOS
119,275

CLEVELAND CENTER
124,325 353,850

UNICOM
123.0 (CTAF) 0



ELEV 2124



CATEGORY	A	B	C	D
LPV DA	2361-1	250 (300-1)		
LNAV/VNAV DA	2582-1¾	471 (500-1¾)		
LNAV MDA	2560-1	449 (500-1)	2560-1½ 449 (500-1½)	2560-1½ 449 (500-1½)
CIRCLING	2700-1¾	576 (600-1¾)		2700-2 576 (600-2)

REIL Rwy 10 0
HIRL Rwy 10-28 0

WELLSVILLE, NEW YORK
Orig 10266

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)
42°07'N-77°59'W
RNAV (GPS) RWY 28

NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ELZ 111.4 Chan 51	APP CRS 029°	Rwy Idg TDZE Apt Elev N/A N/A 2124
--	------------------------	--

VOR-A

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)



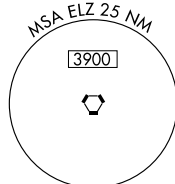
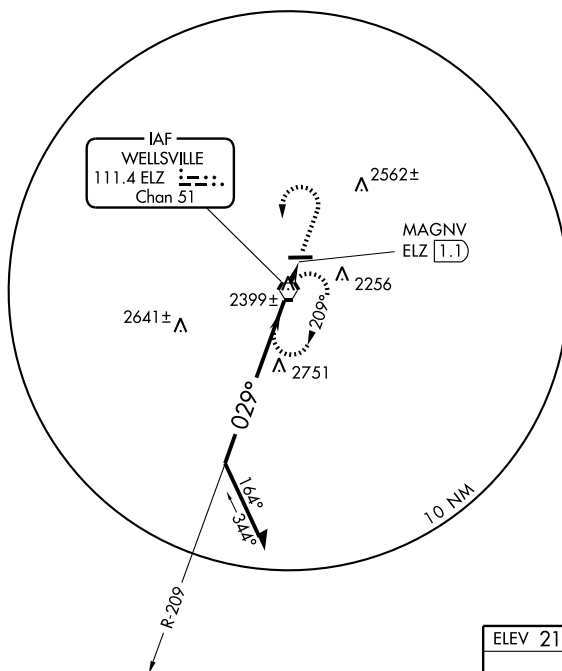
If local altimeter setting not received,
use Bradford, PA altimeter setting.

MISSED APPROACH: Climb to 4100 then
left turn direct ELZ VORTAC and hold.

ASOS
119.275

CLEVELAND CENTER
124.325 353.850

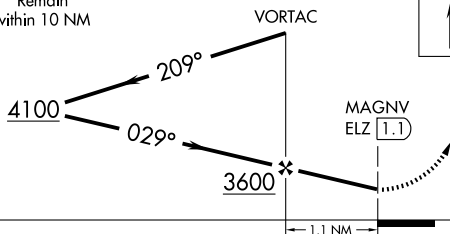
UNICOM
123.0 (CTAF) 0



ELEV 2124



Remain
within 10 NM

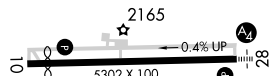


4100

2895M



ELZ



029° 1.1 NM
from FAF

REIL Rwy 10 0

HIRL Rwy 10-28 0

CATEGORY	A	B	C	D
CIRCLING	3160-1 1/4 1036 (1100-1 1/4)	3160-1 1/2 1036 (1100-1 1/2)	3160-3 1036 (1100-3)	3200-3 1076 (1100-3)

FAF to MAP 1.1 NM					
Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

WELLSVILLE, NEW YORK
Amdt 6 10266

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)
42°07'N-77°59'W

VOR-A

AIRPORT DIAGRAM

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (F0K)
AL-996 (FAA)

WESTHAMPTON BEACH, NEW YORK

SUFFOLK COUNTY TOWER ★
125.3 236.6
GND CON
121.8 225.4

VAR. 13.9° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E

FIELD
ELEV
67

TERMINAL

CONTROL
TOWER

FIRE
STATION

ANG
RESTRICTED
AREA

RWY 01-19
PCN 17 R/B/Y/T
S-50, D-50, 2D-100
RWYS 06-24, 15-33
PCN 25 R/C/X/T
S-50, D-50, 2D-100

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

WESTHAMPTON BEACH, NEW YORK
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (F0K)

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

WESTHAMPTON BEACH

FRANCIS S GABRESKI (FOK) CIV/MIL/ANG 3 N UTC-5(-4DT) N40°50.62' W72°37.91'

NEW YORK

67 B S4 FUEL 100LL, JET A TPA-1167(1100) LRA NOTAM FILE FOK

COPTER

RWY 06-24: H9000X150 (ASPH-CONC) S-50, D-50, 2D-100 PCN 25 R/C/X/T HIRL

H-101, 121, L-33B, 341

IAP, DIAP, AD

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 66'. Trees.

RWY 24: MALSR. PAPI(P4L)—GA 3.0° TCH 85'. Trees. Rgt tfc.

RWY 15-33: H5000X150 (ASPH) S-50, D-50, 2D-100

PCN 25 R/C/X/T MIRL 0.3% up NW

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 67'. Trees.

RWY 33: REIL. VASI(V4L)—GA 3.0° TCH 57.3'. Rgt tfc.

RWY 01-19: H5000X150 (ASPH-CONC) S-50, D-50, 2D-100

PCN 17 R/B/Y/T 0.4% up N

RWY 01: Trees. RWY 19: Trees.

MILITARY SERVICE: JASU (A/M32A-86) 2(MA-1A) Avbl during ANG opr hr.

FUEL J8(Mil) (NC-100LL, A) Avbl during ANG opr hr.

FLUID SP De-Ice LOX OIL O-148-156(Mil) SOAP

AIRPORT REMARKS: Attended 1200-0400Z. Parachute Jumping.

Extensive glider activity. Birds and deer on and in/ovf arpt.

Voluntary noise abatement procedures in effect, ctc arpt manager

631-852-8095. No 180° turns permitted on asphalt section of

Rwy 06-24. All rwy's limited by arpt operator to 50,000 lbs single

and dual wheel and 100,000 lbs dual tandem wheel. Military

parachute drops on fld and offshore from Shinnecock Inlet, 8

miles ESE of fld, 2000 ft AGL and blo. Rwy 15-33 military

maximum effort ldg strip markings (3500X60) on rwy. Rwy 06-24 4000 ft ASPH overlay in center of rwy. When

twr clsd ACTIVATE HIRL Rwy 06-24, MIRL Rwy 15-33, VASI Rwy 33, PAPI Rwy 06, Rwy 15 and Rwy 24, MALSR

Rwy 24, REIL Rwy 06, Rwy 15 and Rwy 33—CTAF. US Customs clearance svc avbl with prior notice

718-487-2691.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. CAUTION—Birds and deer hazard. Parachute jumping exercises in/ovf arpt. Extensive glider activity. ANG Radio ctl acft opr 0.5 NM north of Rwy 15 apch end SR-SS, ctc

twr for advisory. PPR DSN 456-7362/4, C631-723-7362/4. PPR for use of helicopter transition pad. Opr

1230-2100Z. Crash facility, limited parking and tran svc during normal duty hr limited to C-130 and HH60 acft

only. No svc other times. Advisory for tran aircrews—wingtip clnc waiver in effect on Guard C-130 ramp. Rwy

clsd to acft AUW 100,000 lb except C130/emerg until further notice. CSTMS/AG/IMG Customs clnc svc avbl with

prior notice. (JFK) 718-487-2691 (Military flights will coordinate through Base Operations

631-723-7362/7364). Mon-Fri minimum 24 hr prior notice, Sun and holidays before 2200Z on regular

business day preceding svc req date; maximum passengers 15.

WEATHER DATA SOURCES: ASOS 119.925 (631) 288-0588.

COMMUNICATIONS: CTAF 125.3 UNICOM 122.95

R NEW YORK APP/DEP CON 125.975 343.75 343.65

TOWER 125.3 236.6 (1200-0400Z) GND CON 121.8 225.4

ANG OPS (RESCUE OPS) 287.5

AIRSPACE: CLASS D svc 1200-0400Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

CALVERTON (L) VORW/DME 117.2 CCC Chan 119 N40°55.78' W72°47.93' 137° 9.2 NM to fld. 86/13W.

SUFFOLK CO (T) TACAN Chan 47 FOK (111.0) N40°50.27' W72°37.91' at fld. 50/13W. NOTAM FILE FOK.

Unmonitored when twr clsd. No NOTAM MP Mon 1600-2000Z.

SQUIR NDB (LOM) 400 FO N40°54.27' W72°33.39' 236° 5 NM to fld. LOM unmonitored.

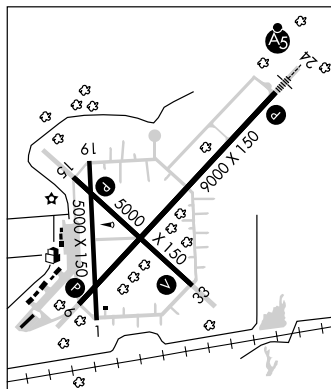
NDB unusable;

251°-280° byd 7 NM

281°-250° byd 10 NM.

ILS 111.7 I-FOK Rwy 24. LOM SQUIR NDB. Unmonitored when tower is closed. Middle marker

unmonitored. LOM unmonitored.



LOC I-FOK	APP CRS	Rwy Idg	9000
111.7	236°	TDZE	66
		Apt Elev	67

COPTER ILS or LOC RWY 24

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

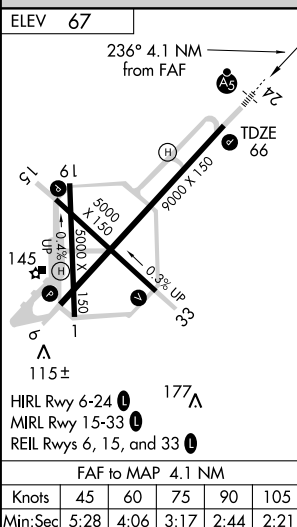
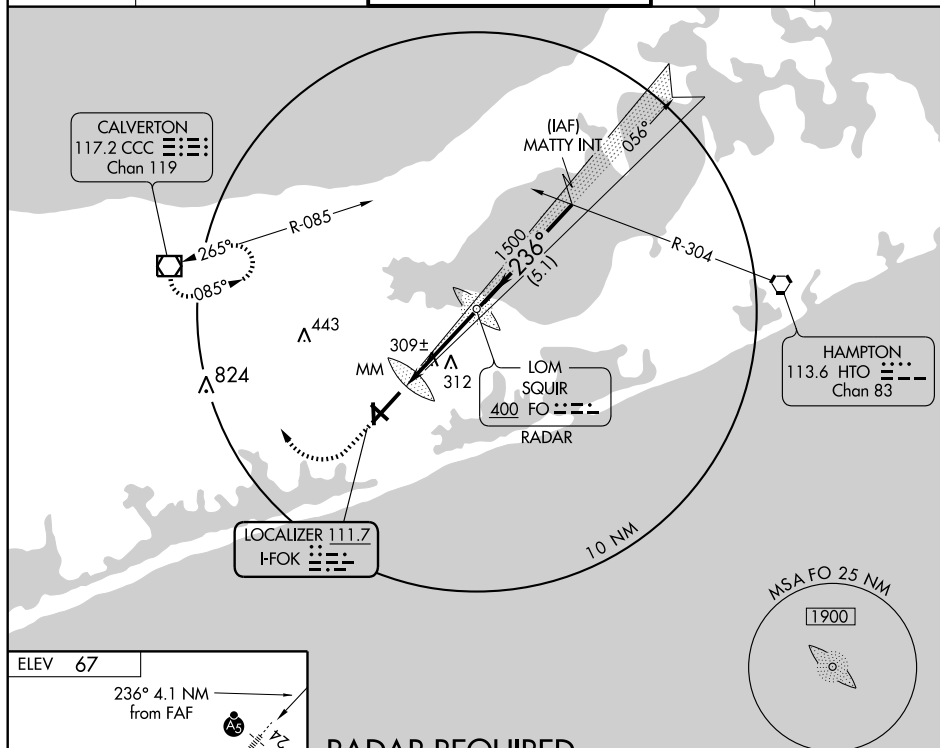


If local altimeter setting not received,
use Long Island MacArthur altimeter setting
and increase all DA/MDAs 60 feet.

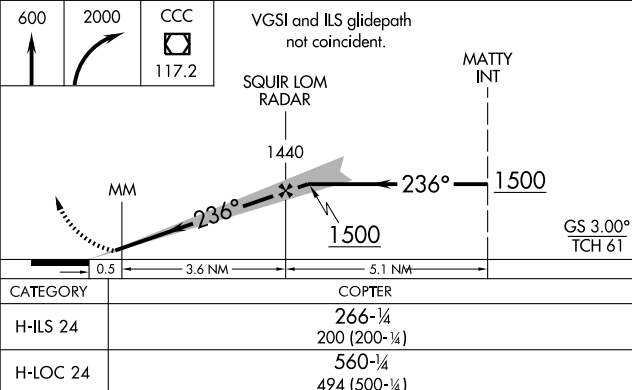


MISSED APPROACH: Climb to 600 then climbing right
turn to 2000 direct CCC VOR/DME and hold.

ASOS 119.925	NEW YORK APP CON 125.975 343.65	SUFFOLK COUNTY TOWER ★ 125.3 (CTAF) 236.6	GND CON 121.8 225.4	UNICOM 122.95
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RADAR REQUIRED



WESTHAMPTON BEACH, NEW YORK

Amdt 2A 08269

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

40°51'N - 72°38'W

COPTER ILS or LOC RWY 24

LOC I-FOK	APP CRS	Rwy Idg	9000
<u>111.7</u>	236°	TDZE	66
		Apt Elev	67

ILS or LOC RWY 24

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

T
A If local altimeter setting not received,
use Long Island MacArthur altimeter setting
and increase all DA/MDAs 60 feet.

MALSR

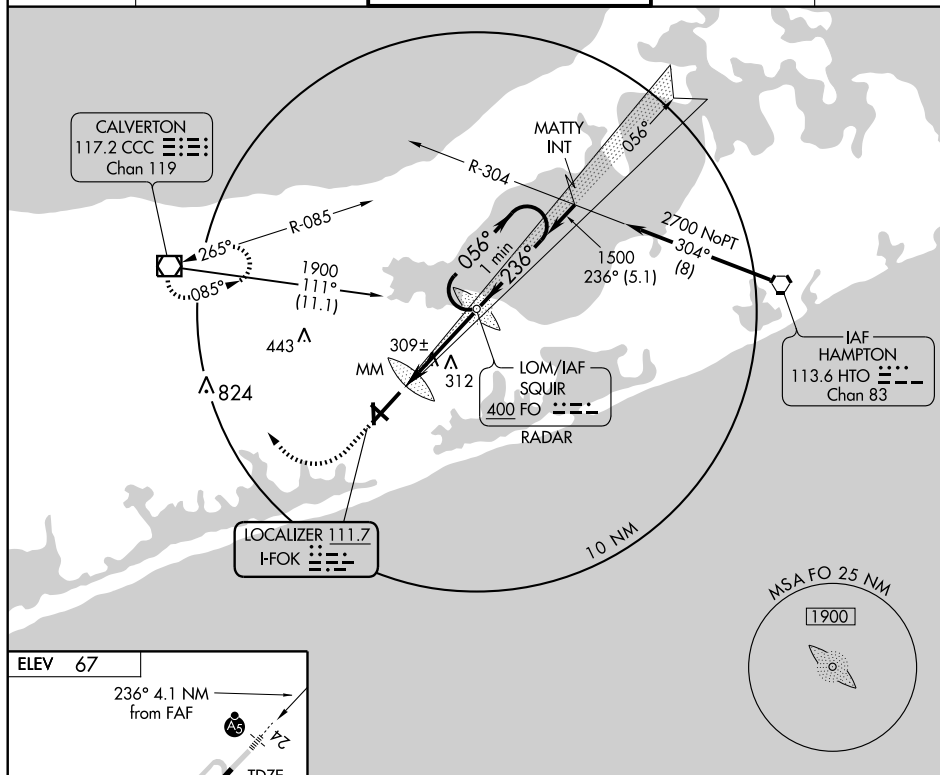
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ASOS
119.925

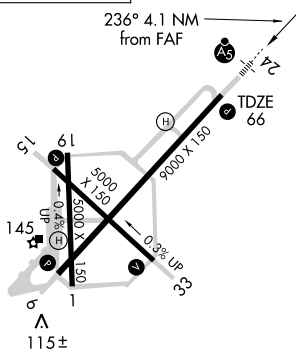
NEW YORK APP CON
125.975 343.65

SUFFOLK COUNTY TOWER
125.3 (CTAF) **0** 236.6

GND CON
121.8 225.4

UNICOM
122.95

ELEV 67



HIRL Rwy 6-24 **L** 177 **A**
MIRL Rwy 15-33 **L**
REIL Rwy 6, 15, and 33 **L**

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

600
↑

2000

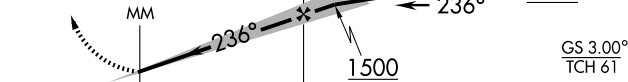
CCC

 117.2

SQUIR
LOM
RADAR

One Minute Holding Pattern

VGSI and descent angles not coincident.


$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 61}$$

CATEGORY	A	B	C	D
S-ILS 24	266-½ 200 (200-½)			
S-LOC 24	560-½ 494 (500-½)		560-¾ 494 (500-¾)	560-1 494 (500-1)
CIRCLING	600-1 533 (600-1)	620-1 553 (600-1)	620-1½ 553 (600-1½)	640-2 573 (600-2)

WESTHAMPTON BEACH, NEW YORK
Amdt 9A 08269

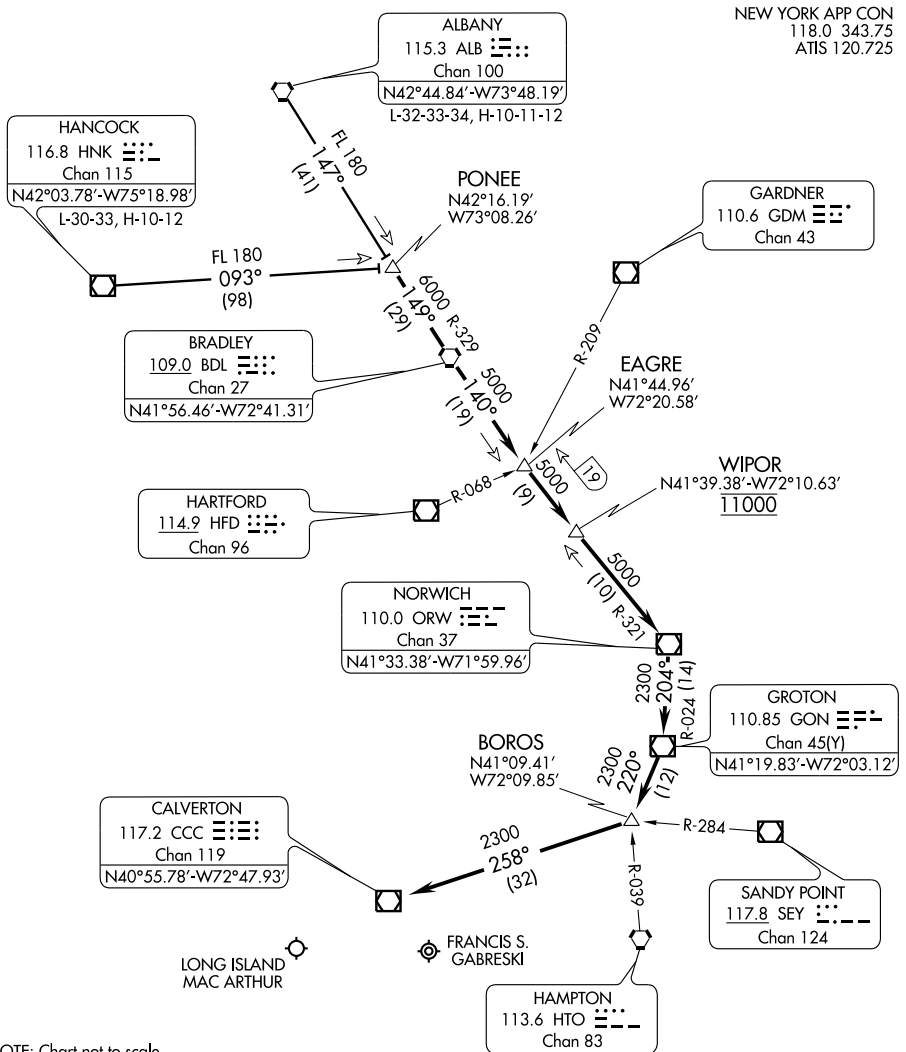
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (F'OK)
40°51'N - 72°38'W **|| S or LOC PWY 24**

ILS or LOC RWY 24

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

PONEE TWO ARRIVAL



NOTE: Chart not to scale.

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . .

... From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010

PONEE TWO ARRIVAL

(PONEE.PONEE2) 10266

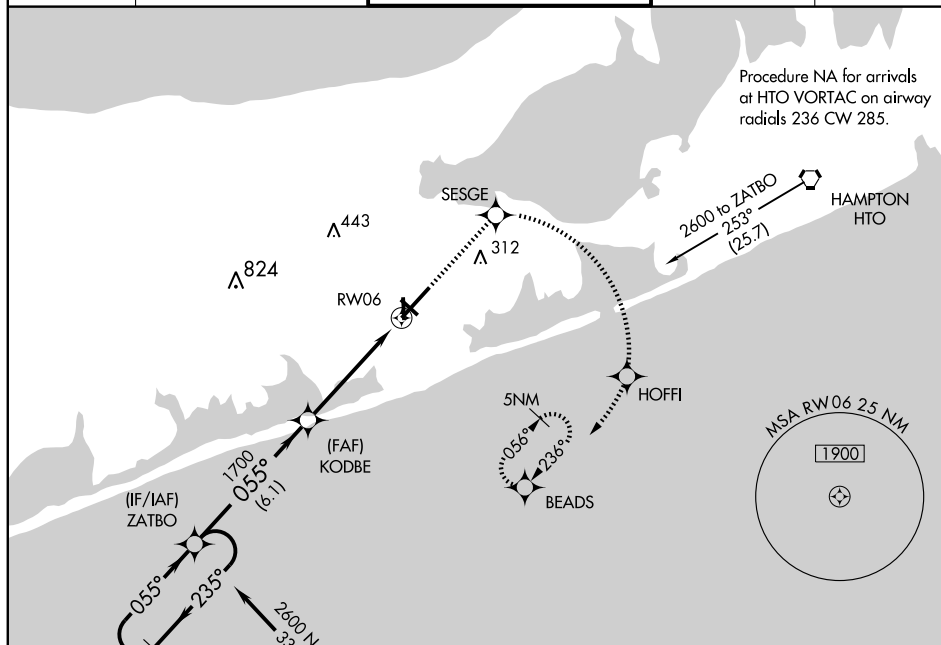
NEW YORK, NEW YORK

WAAS CH 81822 W06A	APP CRS 055°	Rwy Idg TDZE Apt Elev	9000 57 67
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RNAV (GPS) RWY 6

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (F'OK)

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 2600 direct SESGE and right turn via 154° track to HOFFI and via 236° track to BEADS and hold.		
ASOS 119.925	NEW YORK APP CON 125.975 343.65	SUFFOLK COUNTY TOWER ★ 125.3 (CTAF) 0 236.6	GND CON 121.8 225.4	UNICOM 122.95



7 NM Holding Pattern		2600	SESGE	HOFFI	BEADS
ZATBO		TRK 154°	TRK 236°		
2600 ← 235° / 055° →		KODBE	*1.0 NM to RW06		
GS 3.00° TCH 60		1700	*LNAV only		
		6.1 NM	3.9 NM	1.0	
CATEGORY	A	B	C	D	
LPV DA	332-1 275 (300-1)				
LNAV/VNAV DA	415-1¼ 358 (400-1¼)				
LNAV MDA	440-1 383 (400-1)			440-1¼ 383 (400-1¼)	
CIRCLING	600-1¼ 533 (600-1¼)	640-1¼ 573 (600-1¼)	640-1½ 573 (600-1½)	640-2 573 (600-2)	

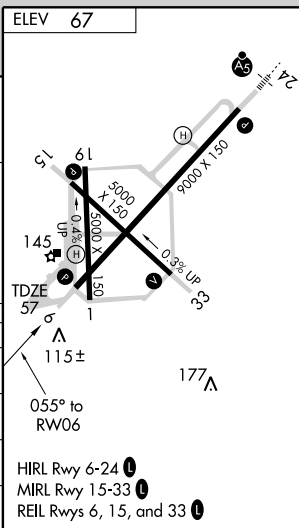
WESTHAMPTON BEACH, NEW YORK

Amdt 1 08269

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (F'OK)

40°51'N - 72°38'W

RNAV (GPS) RWY 6



RNAV (GPS) RWY 24

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

WAAS CH 40009 W24A	APP CRS 236°	Rwy Idg TDZE 66 Apt Elev 67
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T If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Long Island MacArthur altimeter setting. Baro-VNAV NA below -15°C (5°F). For inoperative MALSR increase LPV visibility to 1 mile all CATs. DME/DME RNP-0.3 NA.



MISSED APPROACH:
Climb to 2600 direct ZATBO and hold.

ASOS
119.925

NEW YORK APP CON
125.975 343.65

SUFFOLK COUNTY TOWER ★
125.3 (CTAF) 236.6

GND CON
121.8 225.4

UNICOM
122.95

Procedure NA for arrival
on MAD VOR/DME
airway radials 112 CW 231.

MADISON
MAD
2000
171° (17.9)
(IAF)
CIBNI

5 NM

2000 NoPT
146°
(5)

056°

236°

(IF/IAF)
FAVET

2000 NoPT
312°
(7.7)

(IAF)
HAMPTON
HTO

1500
236°
(6)

(FAF)
HAGIK

301±

335

309±

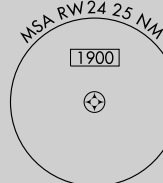
RW24

Procedure NA for arrival
on HTO VORTAC
airway radials 252 CW 011.

Λ 824

Λ 443

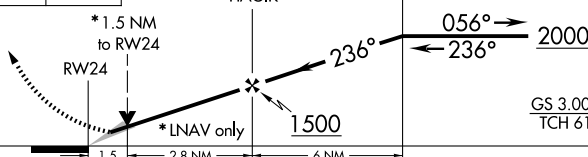
ZATBO
055°
235°
7 NM



2600
ZATBO

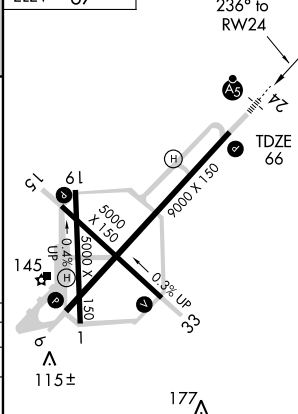
VGSI and RNAV
glidepath not coincident.

FAVET 5 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	374-1/2		308 (400-1/2)	
LNNAV/ VNAV DA	614-1 1/2		548 (600-1 1/2)	
LNNAV MDA	600-1/2 534 (600-1/2)		600-1 534 (600-1)	600-1 1/4 534 (600-1 1/4)
CIRCLING	620-2 553 (600-2)		640-2 573 (600-2)	

ELEV 67



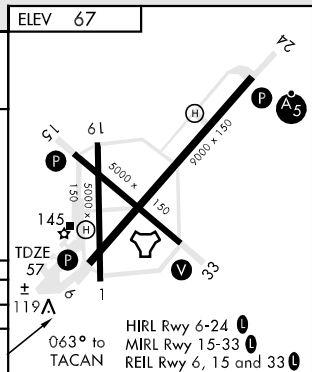
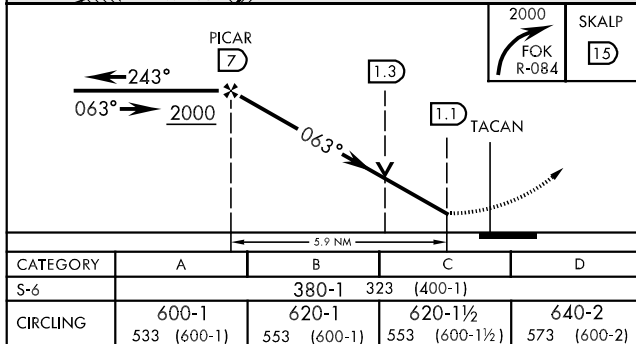
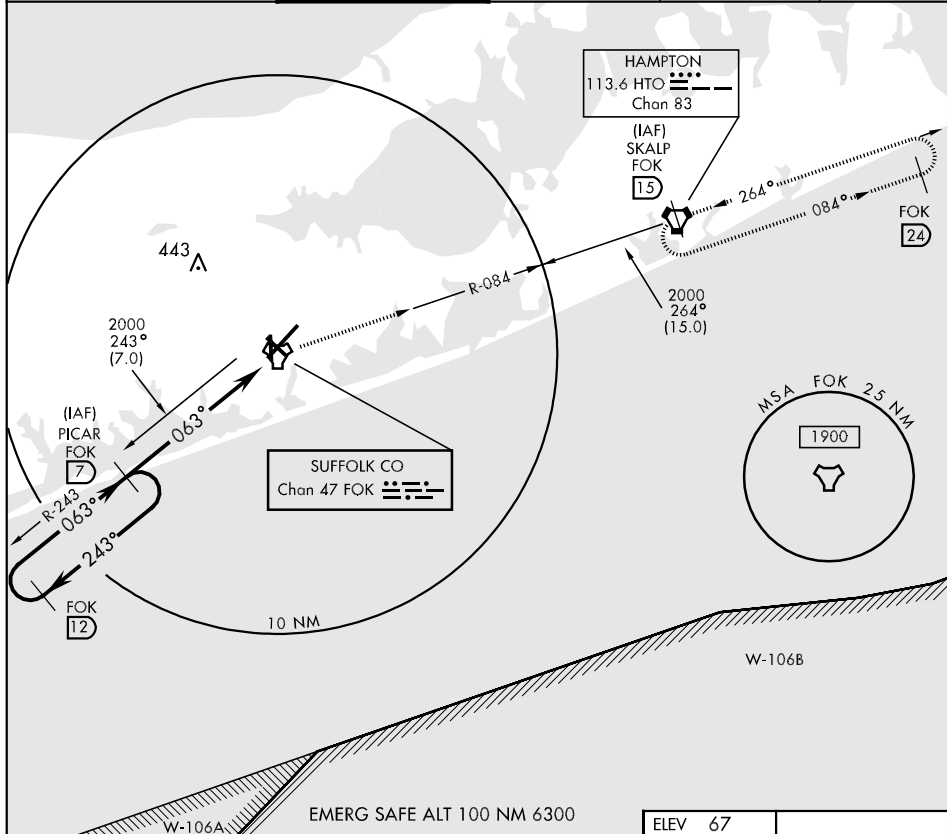
HIRL Rwy 6-24
MIRL Rwy 15-33
REIL Rwy 6, 15, and 33

FOK TACAN
Chan **47**APCH CRS
063°Rwy Idg **9000**
TDZE **57**
Arpt Elev **67**

AL-996 [USAF]

WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

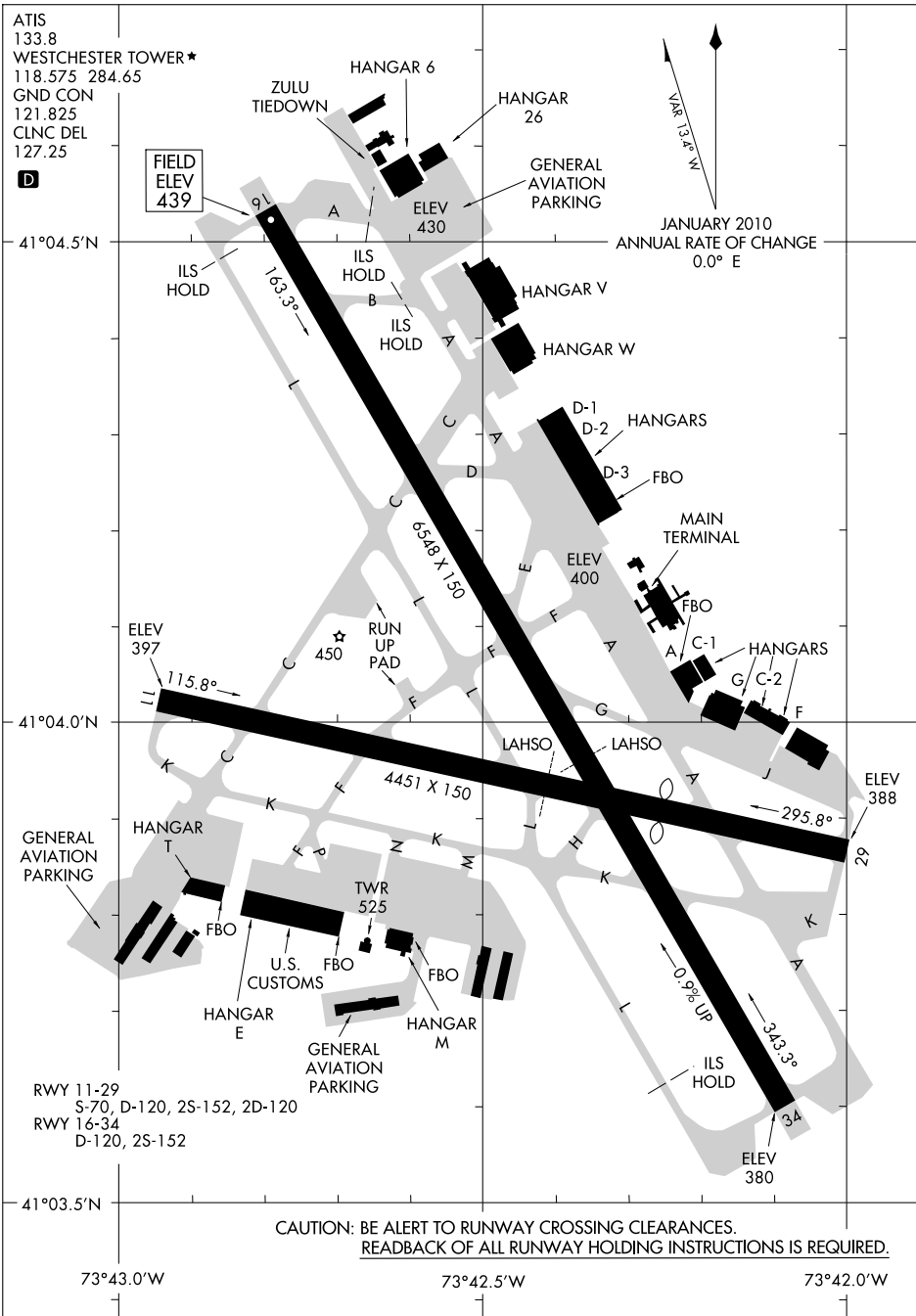
When control zone not effective, procedure not authorized.

MISSED APPROACH: Climbing right turn to 2000 via
FOK TACAN R-084 to FOK 15 DME (SKALP) and hold.NEW YORK APP CON
125.975 343.65SUFFOLK CO TOWER ★
125.3 (CTAF) 0 236.6GND CON
121.8 225.4UNICOM
122.95ASOS
119.925

AIRPORT DIAGRAM

AL-651 (FAA)

WHITE PLAINS/WESTCHESTER COUNTY (HPN)
AA) WHITE PLAINS, NEW YORK



NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2. 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BOUND FOUR ARRIVAL

WESTO
N41°09.48'
W72°56.01'
Expect to cross
/ at 6,000'.

EILEN
N41°09.41'
W72°51.44'

SOUND
N40°51.86
W73°09.38
xpect to cro
at 13000'

Expect to cross at 11000'.

BOUNO
N40°21.93'
W73°27.42'
Expect to cross at 17000'.

Note: STAR applicable to aircraft flight planned at FL180 or above.

NOTE: Chart not to scale.

... From over BOUNO INT via DPK R-207 to DPK VOR/DME, then via DPK R-069 to ZAHNN INT, then via CCC R-002 to EILEN INT, then via BDR R-103 to BDR VOR/DME, then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

WHITE PLAINS, NEW YORK
WESTCHESTER COUNTY

LOC/DME I-HPN
109.7
 Chan **34**

APP CRS
162°

Rwy Idg **6548**
 TDZE **439**
 Apt Elev **439**

COPTER ILS or LOC/DME RWY 16

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

▼ When local altimeter setting not received, use La Guardia altimeter setting and increase DA to 792 and MDA 120 feet; increase all visibilities ½ mile. VDP NA when using La Guardia altimeter setting.

MALSR
 A5

MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 on heading 090° and CMK VOR/DME R-200 to CMK VOR/DME and hold.

ATIS
133.8

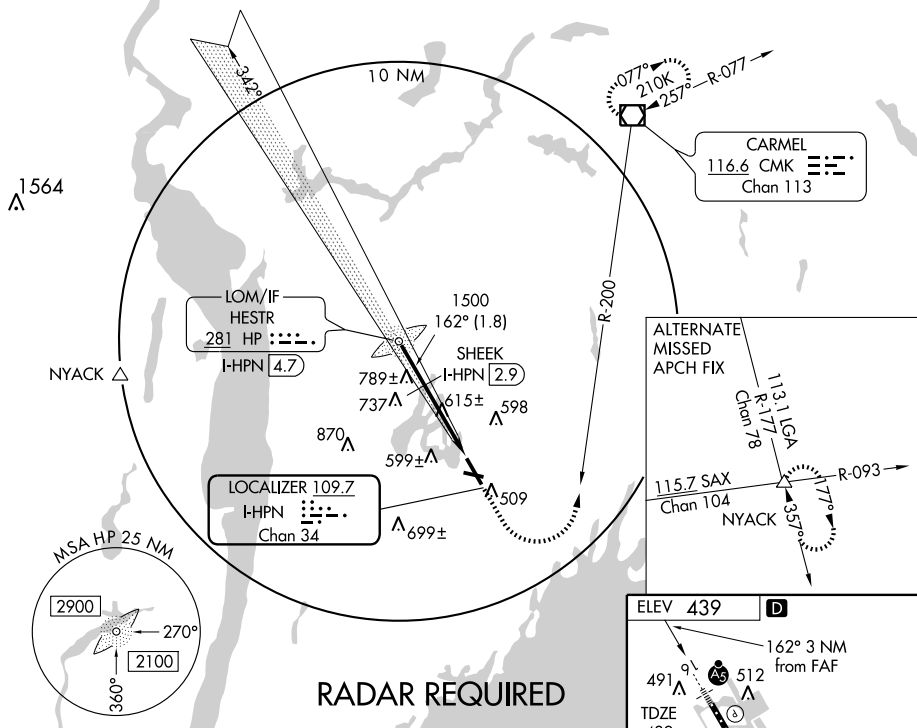
NEW YORK APP CON
126.4 120.8 257.65

WESTCHESTER TOWER ★
118.575 (CTAF) **0 284.65**

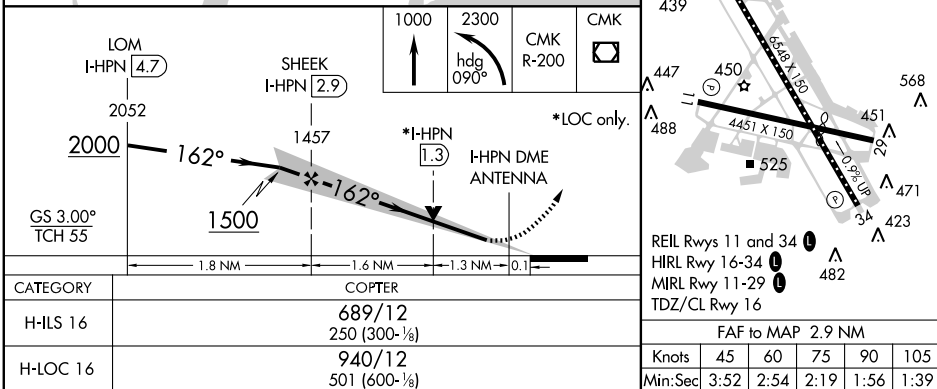
GND CON
121.825

CLNC DEL
127.25

UNICOM
122.95



RADAR REQUIRED



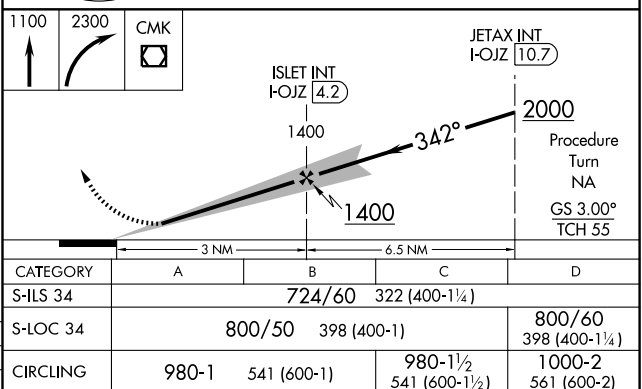
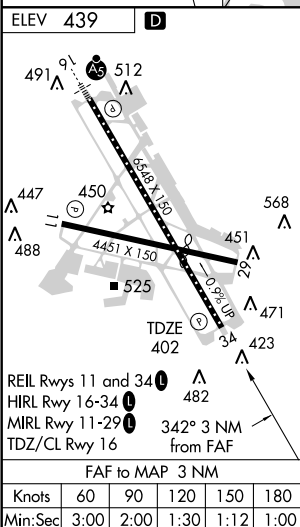
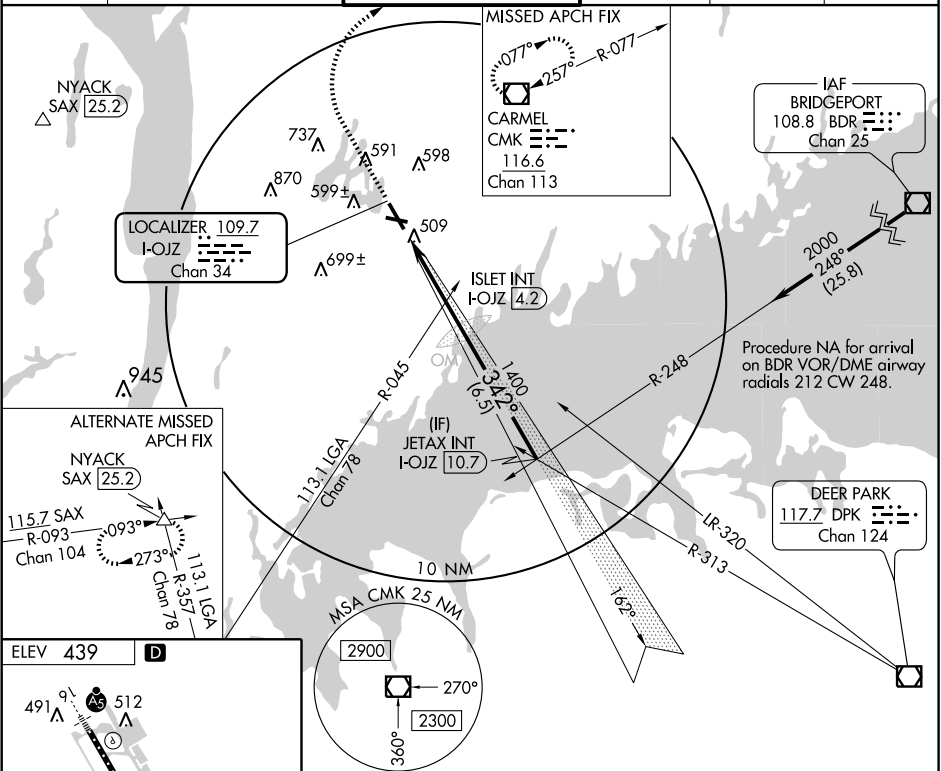
LOC/DME I-OJZ 109.7 Chan 34	APP CRS 342°	Rwy Idg 6548 TDZE 402 Apt Elev 439
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ILS or LOC RWY 34

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

<p>⚠ Circling to Rwy 11, 29 and 34 NA at night. Visibility reduction by helicopters NA.</p> <p>⚠ When local altimeter setting not received, use La Guardia altimeter setting and increase all DA to 827 and all MDA 120 feet; increase S-ILS 34 visibility all Cats ¼ mile, S-LOC 34 visibility Cats C and D ½ mile and Circling Cat C and D ¼ mile.</p>	<p>MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CMK VOR/DME and hold.</p>
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ATIS 133.8	NEW YORK APP CON 126.4 120.8 257.65	WESTCHESTER TOWER ★ 118.575 (CTAF) 0 284.65	GND CON 121.825	CLNC DEL 127.25	UNICOM 122.95
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WHITE PLAINS, NEW YORK

Amdt 4 23SEP10

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

41°04'N-73°42'W

ILS or LOC RWY 34

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

LOM HP 281	APP CRS 162°	Rwy Idg 6548 TDZE 439 Apt Elev 439
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NDB RWY 16

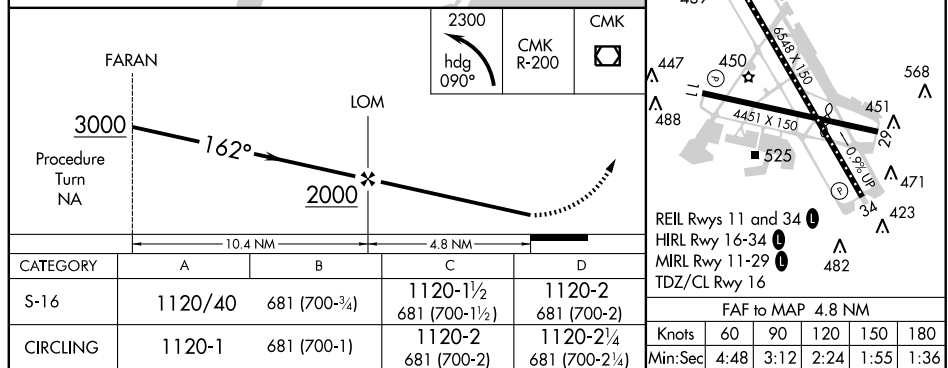
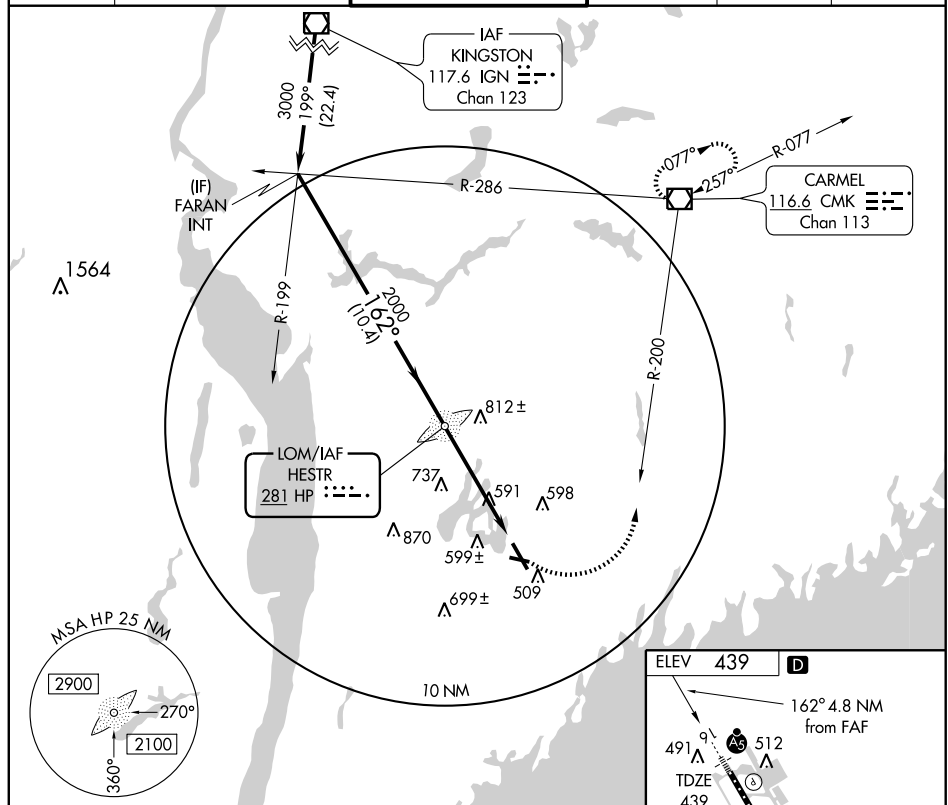
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use La Guardia altimeter setting and increase all MDA 120 feet; increase S-16 Cats C and D, and Circling Cats B, C, and D visibility $\frac{1}{4}$ mile.



MISSED APPROACH: Climbing left turn to 2300 via heading 090° and CMK VOR/DME R-200 to CMK VOR/DME and hold.

ATIS 133.8	NEW YORK APP CON 126.4 120.8 257.65	WESTCHESTER TOWER ★ 118.575 (CTAF) 284.65	GND CON 121.825	CLNC DEL 127.25	UNICOM 122.95
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WHITE PLAINS, NEW YORK

Amdt 21B 23SEP10

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

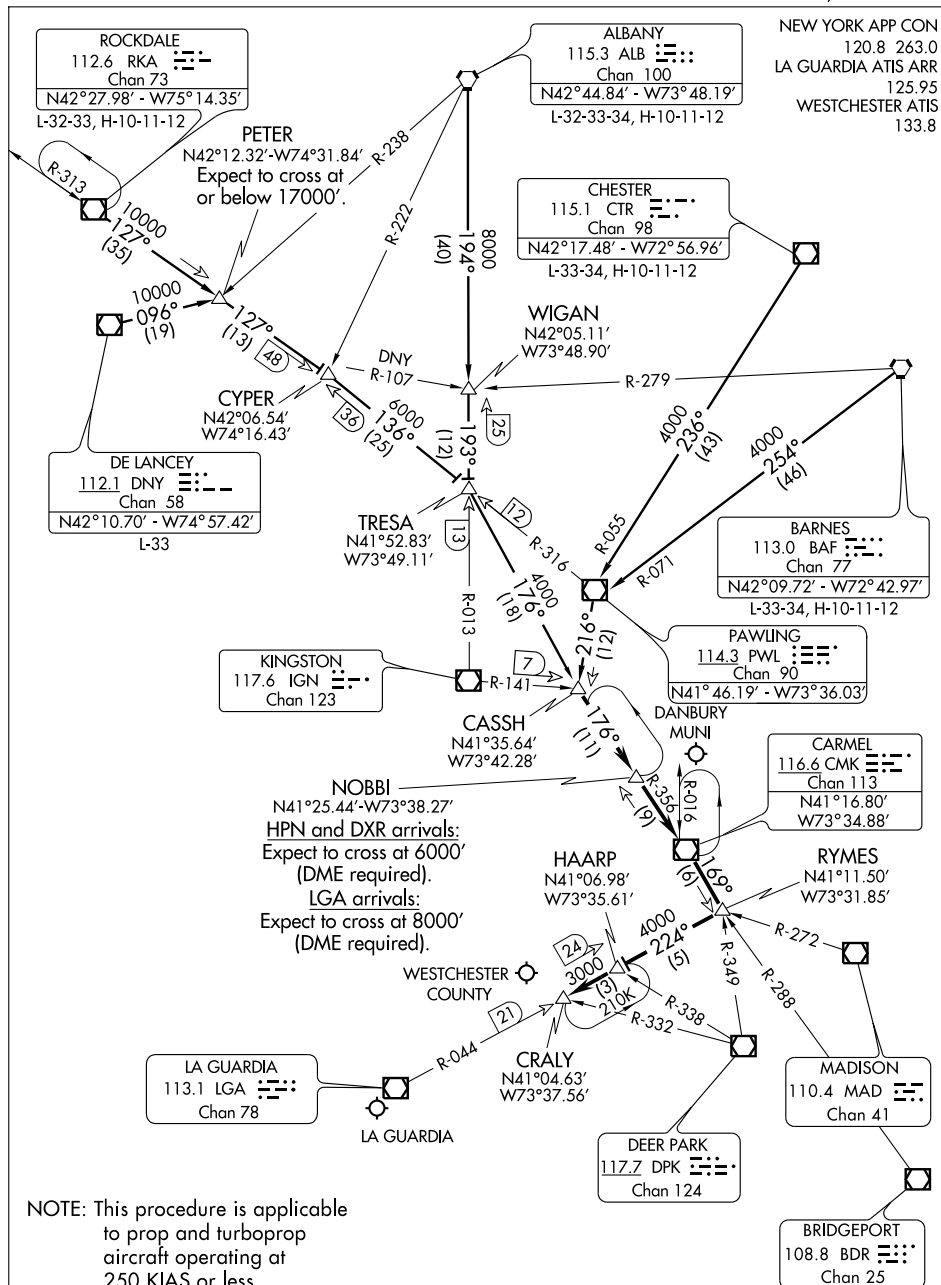
41°04'N-73°42'W

NDB RWY 16

NE-2, 21 OCT 2010 to 18 NOV 2010

NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK



(NARRATIVE ON FOLLOWING PAGE)

NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBB15): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBB15): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBB15): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

DE LANCEY TRANSITION (DNY.NOBB15): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

ROCKDALE TRANSITION (RKA.NOBB15): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010

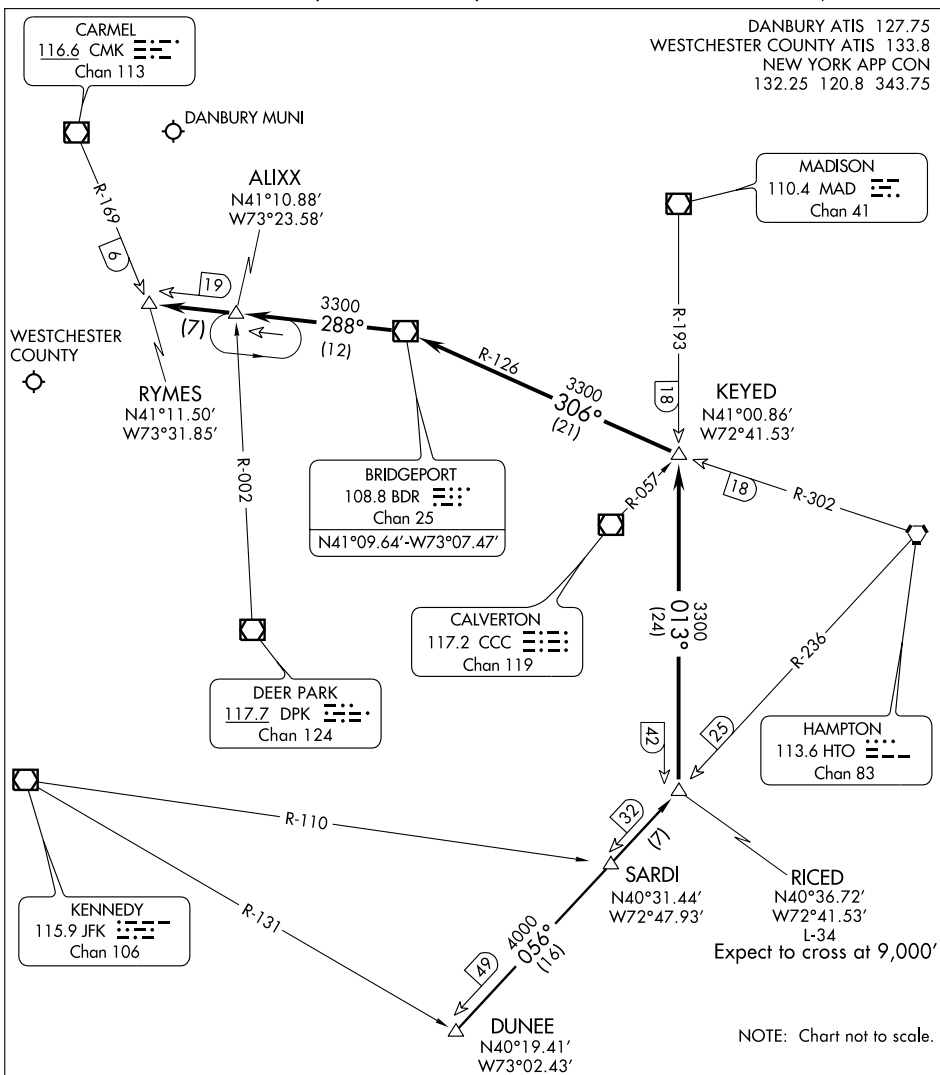
NE-2, 21 OCT 2010 to 18 NOV 2010

RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010



RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK

WAAS CH 69519 W16A	APP CRS 162°	Rwy Idg 6548 TDZE 439 Apt Elev 439
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RNAV (GPS) Y RWY 16

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

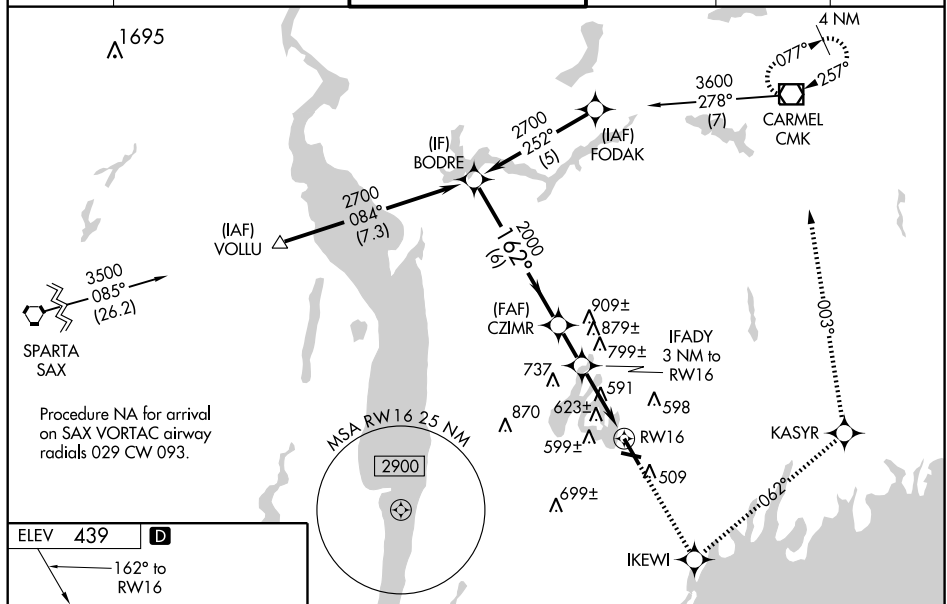
T Circling to Rwy 11, 29 and 34 NA at night. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. YDP and Baro-VNAV NA when using La Guardia altimeter setting. For inoperative MALSR when using La Guardia altimeter setting, increase LPV all Cats visibility ½ mile and LNAV visibility Cat A ¼ mile. When local altimeter setting not received, use La Guardia altimeter setting and increase LPV DA all Cats to 792, LNAV/VNAV DA all Cats to 1081, and all MDA 120 feet; increase LNAV/VNAV all Cats visibility ¾ mile, LNAV Cats C and D and Circling Cats C/D visibility ½ mile and Circling Cat B ¼ mile.

MALSR



MISSED APPROACH:
Climb to 2300 to IKEWI
and left turn on track
062° to KASYR and
on track 003° to CMK
VOR/DME and hold.

ATIS 133.8	NEW YORK APP CON 126.4 120.8 257.65	WESTCHESTER TOWER ★ 118.575 (CTAF) 0 284.65	GND CON 121.825	CLNC DEL 127.25	UNICOM 122.95
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REIL Rwy 11 and 34

HIRL Rwy 16-34

MIRL Rwy 11-29

TDZ/CL Rwy 16

Procedure Turn NA	BODRE		2300 	IKEWI 	KASYR 	CMK 	
	2700	CZIMR 2000	IFADY 3 NM to RW16	*1.8 NM to RW16	*LNAV only.		
	GS 3.00° TCH 55	2000	*1440	RW16			
		6 NM	1.7 NM	1.2 NM	1.8		
CATEGORY	A	B	C	D			
LPV DA		689/40	250 (300-¾)				
LNAV/ VNAV DA		978-1½	539 (600-1½)				
LNAV MDA	1060/40	621 (700-¾)	1060/60 621 (700-1¼)	1060-1½ 621 (700-1½)			
CIRCLING	1060-1	621 (700-1)	1060-1¾ 621 (700-1¾)	1060-2 621 (700-2)			

WHITE PLAINS, NEW YORK

Amdt 1 23SEP10

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

41°04'N-73°42'W

RNAV (GPS) Y RWY 16

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2: 21 OCT 2010 to 18 NOV 2010

WAAS CH 99410 W34A	APP CRS 342°	Rwy Idg TDZE Apt Elev	6548 402 439
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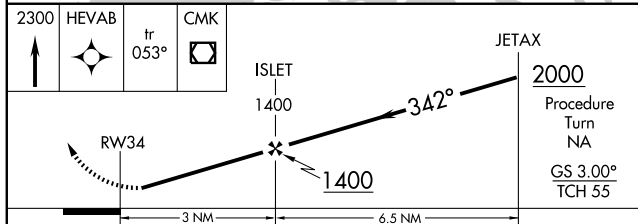
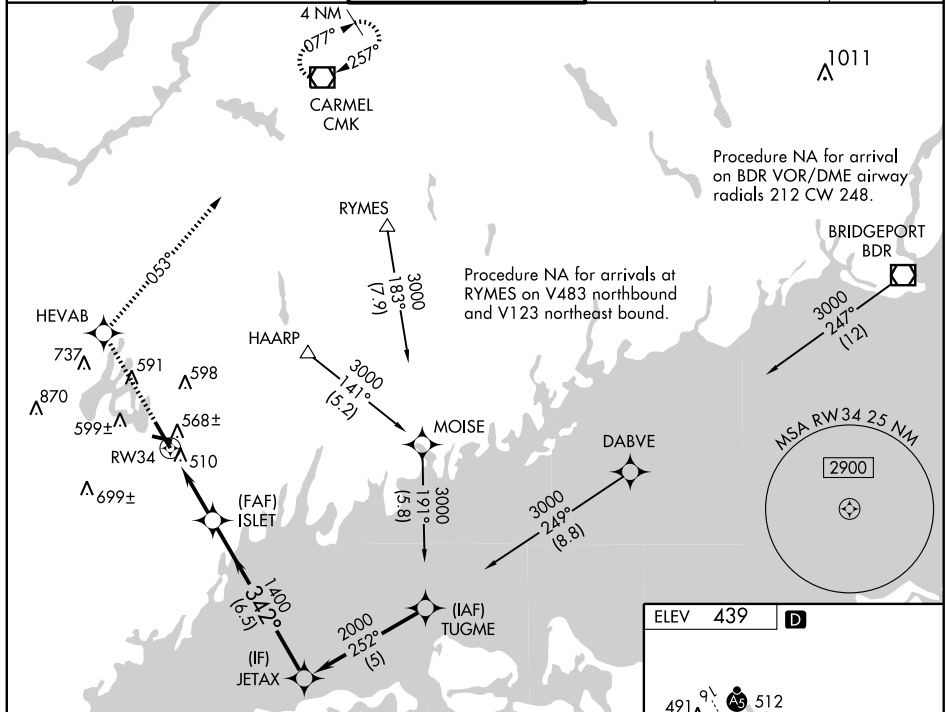
RNAV (GPS) Y RWY 34

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

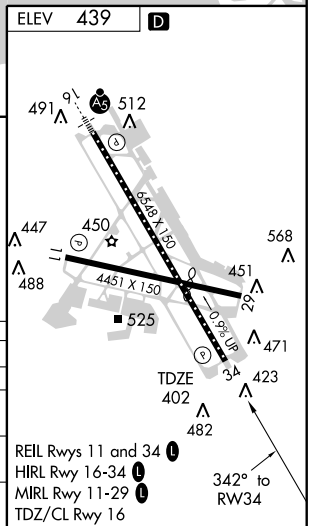
⚠ Circling to Rwy 11, 29 and 34 NA at night. Baro-VNAV NA when using La Guardia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use La Guardia altimeter setting and increase LPV DA all Cats to 827, LNAV/VNAV DA all Cats to 884 and all MDA 120 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C ½ mile and Cat D ½ mile, Circling Cats C and D ¼ mile.

MISSED APPROACH:
Climb to 2300 direct HEVAB and on track 053° to CMK VOR/DME and hold.

ATIS 133.8	NEW YORK APP CON 126.4 120.8 257.65	WESTCHESTER TOWER ★ 118.575 (CTAF) 0 284.65	GND CON 121.825	CLNC DEL 127.25	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		724/60	322 (300-1¼)	
LNAV/VNAV DA		781-1½	379 (400-1½)	
LNAV MDA	820/50	418 (400-1)	820/60	418 (400-1¼)
CIRCLING	980-1	541 (600-1)	980-1½	1000-2
			541 (600-1½)	561 (600-2)



WHITE PLAINS, NEW YORK

Amdt 3 23SEP10

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

41°04'N-73°42'W

RNAV (GPS) Y RWY 34

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6548
162°	TDZE	439
	Apt Elev	439

RNAV (RNP) Z RWY 16

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (118°F). For inoperative MALS increase RNP 0.15 all Cats visibility to RVR 5000, and RNP 0.30 all Cats visibility to 1¼. RF Required.

MALS



MISSED APPROACH: Climb to 3000 on track 162° to JIRUN, left turn to KIYBE, then track 352° to CMK VOR/DME and hold.

ATIS

133.8

NEW YORK APP CON

126.4 120.8 257.65

WESTCHESTER TOWER ★

118.575 (CTAF) 0 284.65

GND CON

121.825

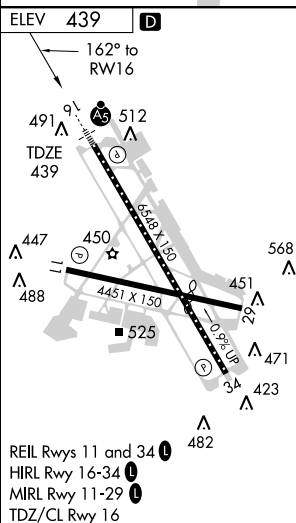
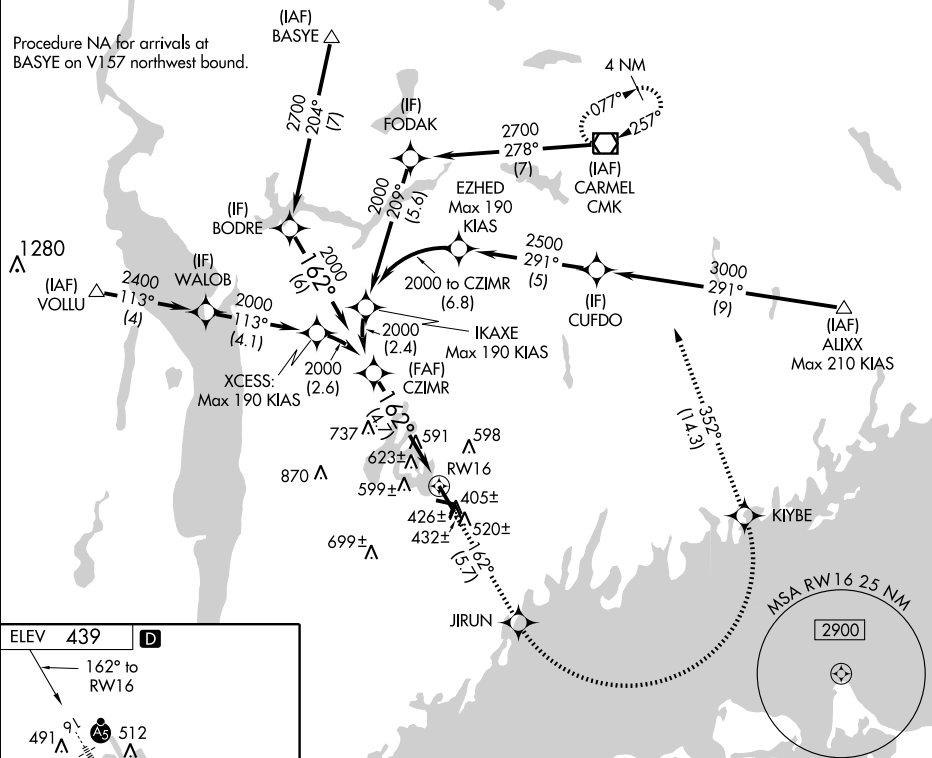
CLNC DEL

127.25

UNICOM

122.95

Procedure NA for arrivals at BASYE on V157 northwest bound.



See planview for multiple IF locations.



GP 3.00°

TCH 55

CATEGORY

A

B

C

D

RNP 0.15 DA

733/40

294 (300-¾)

RNP 0.30 DA

948/60

509 (600-1¼)

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**

APP CRS **342°**
Rwy Idg **6548**
TDZE **402**
Apt Elev **439**

RNAV (RNP) Z RWY 34

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

T GPS Required.
RF Required.
For uncompensated Baro-VNAV systems, procedure NA below
-14°C (7°F) or above 47°C (116°F).

MISSED APPROACH: Climb to 3000 on track
342° to HEVAB, right turn to FOXEK then
on track 082° to CMK VOR/DME and hold.

ATIS
133.8

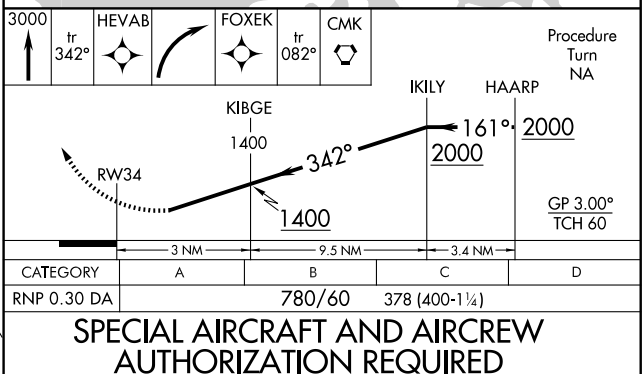
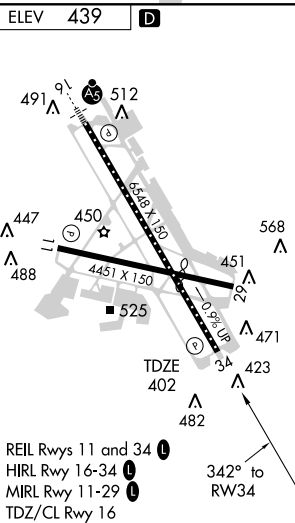
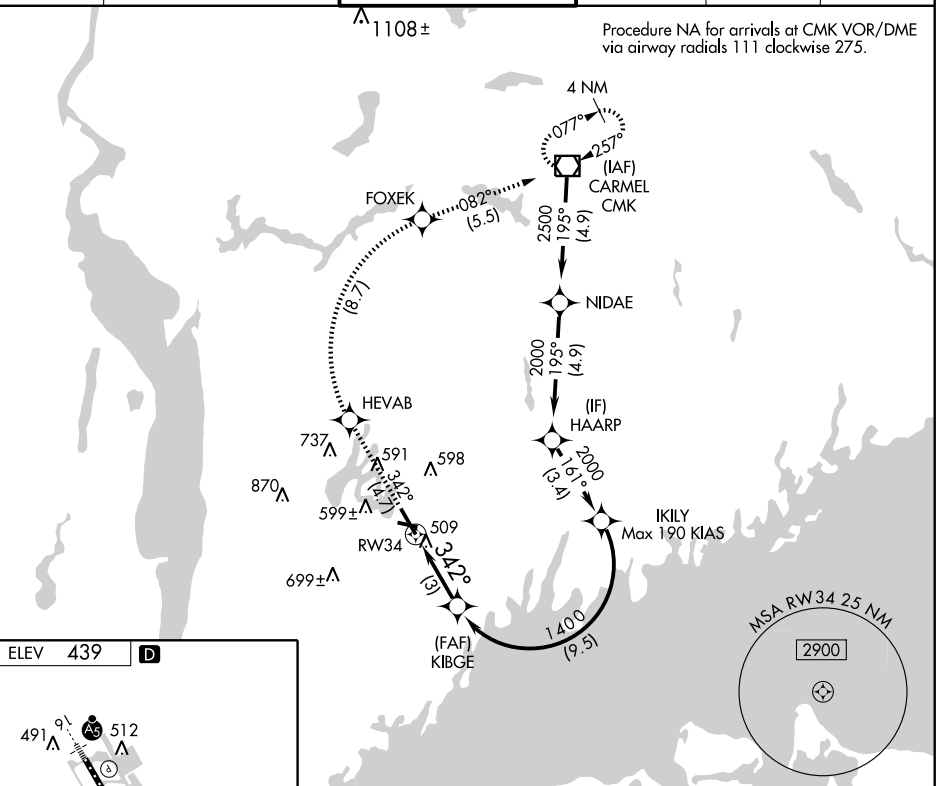
NEW YORK APP CON
126.4 120.8 257.65

WESTCHESTER TOWER ★
118.575 (CTAF) 0 284.65

GND CON
121.825

CLNC DEL
127.25

UNICOM
122.95

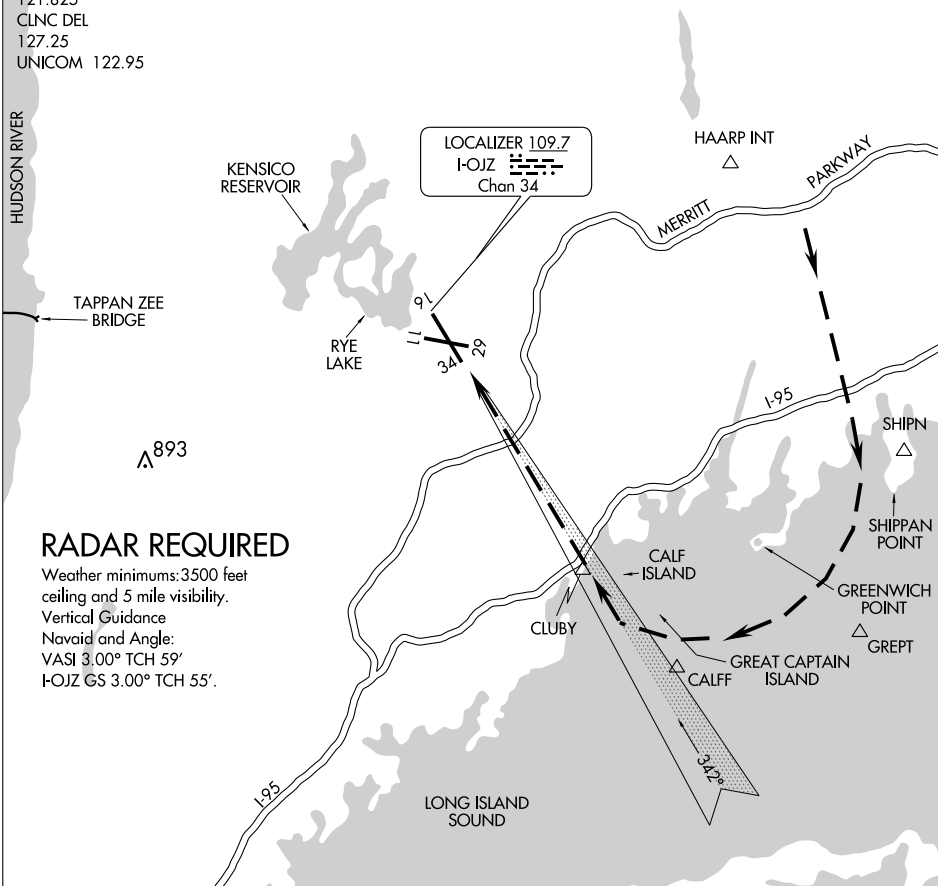


SOUND VISUAL RWY 34

AL-651 (FAA)

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK

ATIS 133.8
NEW YORK APP CON
126.4 120.8 257.65
WESTCHESTER TOWER ★
118.575 (CTAF) 284.65
GND CON
121.825
CLNC DEL
127.25
UNICOM 122.95

**RADAR REQUIRED**

Weather minimums: 3500 feet
ceiling and 5 mile visibility.

Vertical Guidance

Navaid and Angle:

VASI 3.00° TCH 59'

I-OJZ GS 3.00° TCH 55'

SOUND VISUAL RWY 34

When cleared for a Sound Approach to RWY 34, maintain 3000 feet until south of the shoreline on base leg (2000 feet when authorized by ATC).

Fly depicted track to remain offshore of Greenwich Point.

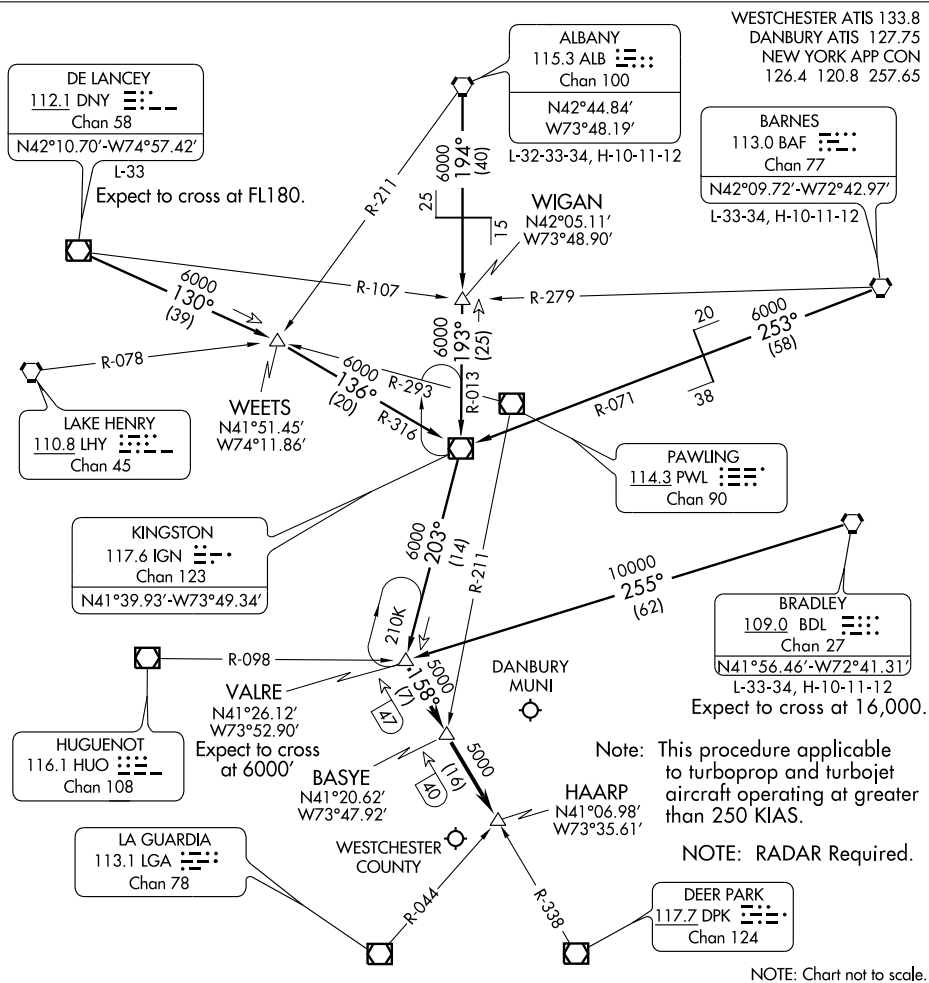
SOUND VISUAL RWY 34

41°04'N-73°43'W

WHITE PLAINS, NEW YORK
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

VALRE THREE ARRIVAL

WHITE PLAINS, NEW YORK



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.VALRE3): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . .

BARNES TRANSITION (BAF.VALRE3): From over BAF VORTAC via BAF R-253 and IGN R-071 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . .

BRADLEY TRANSITION (BDL.VALRE3): From over BDL VORTAC via BDL R-255 to VALRE INT. Thence. . .

DE LANCEY TRANSITION (DNY.VALRE3): From over DNY VOR/DME via DNY R-130 to WEETS INT, then via IGN R-316 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . .

. . . From over VALRE INT via DPK VOR/DME R-338 to HAARP INT. Expect radar vectors to final approach course.

VOR/DME CMK 116.6 Chan 113	APP CRS 217°	Rwy ldg TDZE Apt Elev 439	N/A N/A
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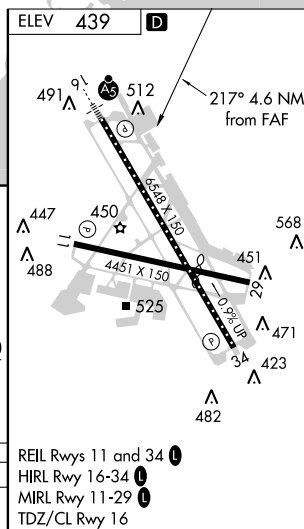
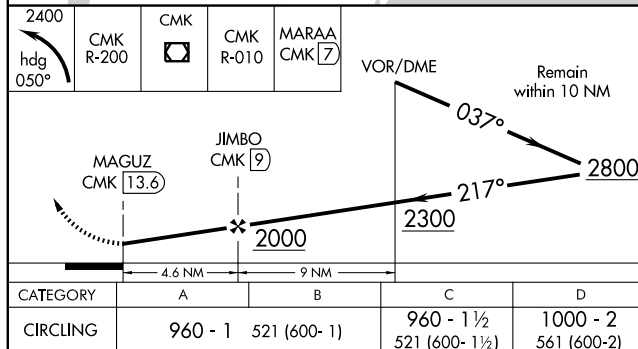
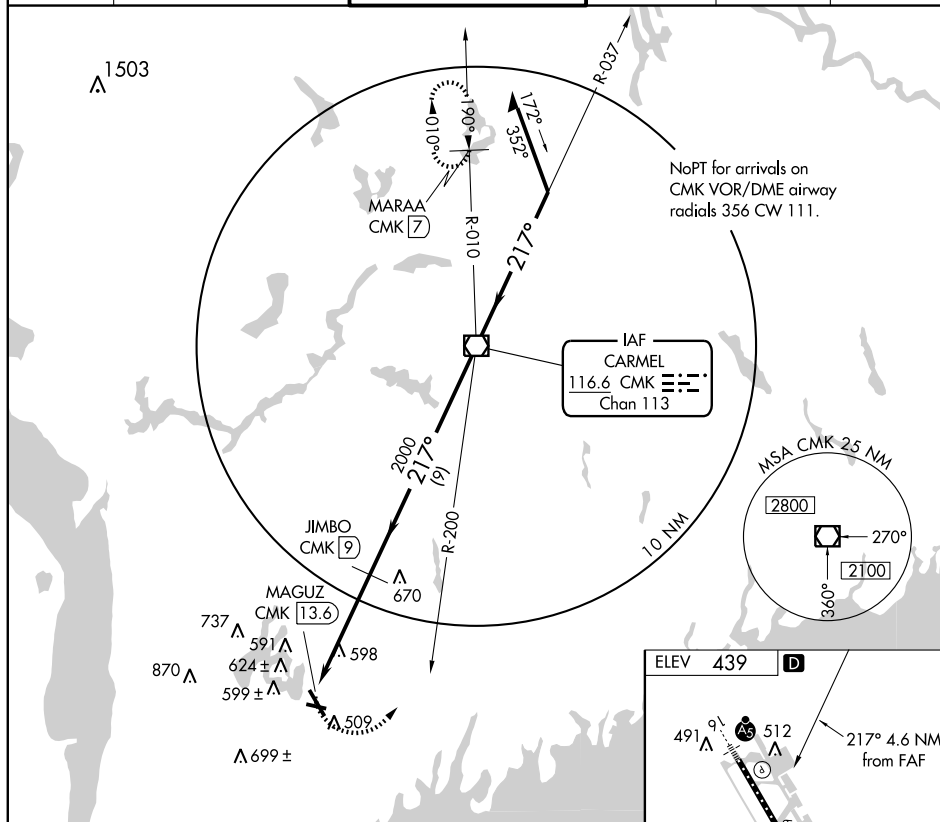
VOR/DME-A

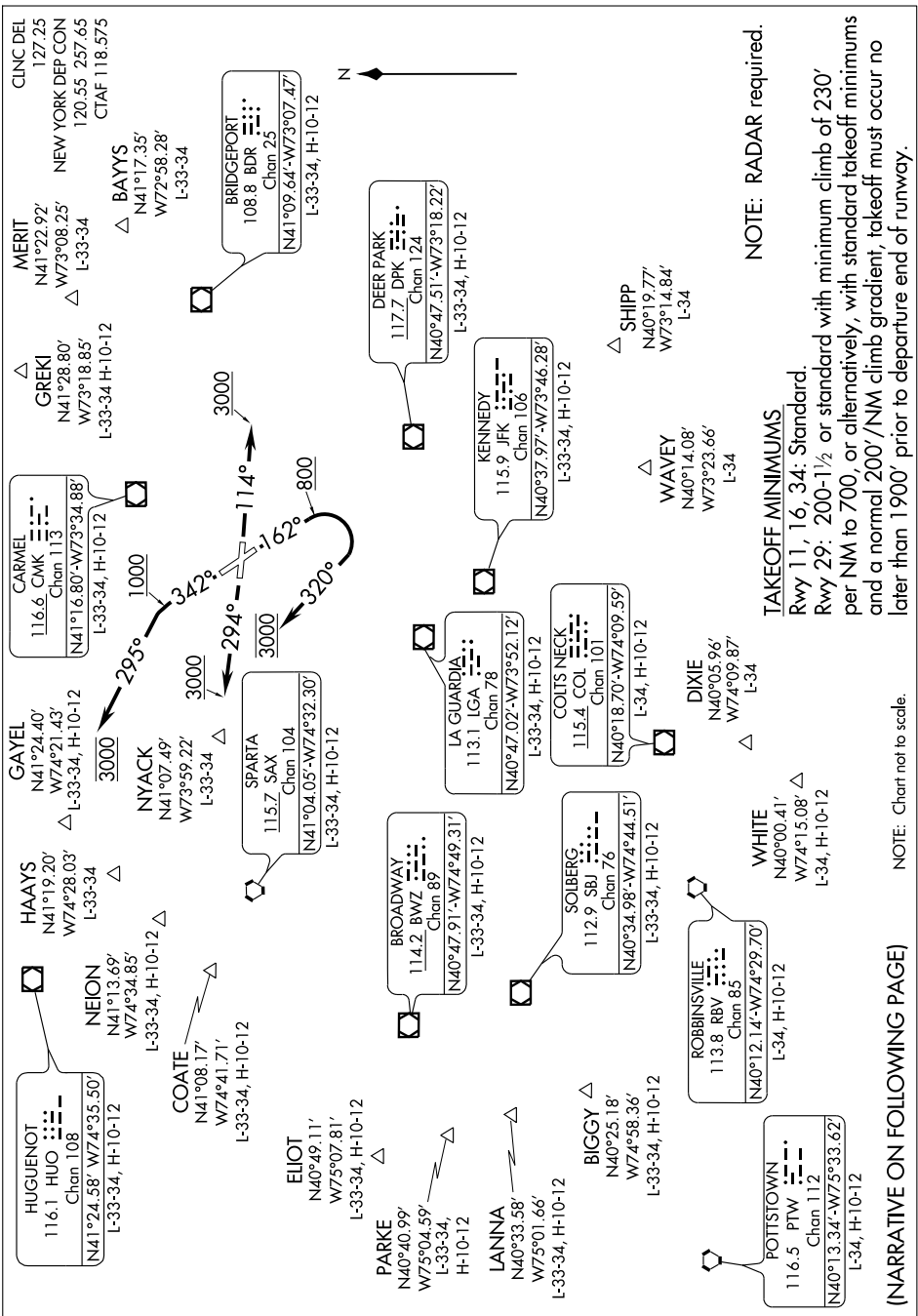
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)



MISSED APPROACH: Climbing left turn to 2400 via heading 050° and CMK R-200 to CMK VOR/DME, then via CMK R-010 to MARAA CMK 7 DME and hold.

ATIS 133.8	NEW YORK APP CON 126.4 120.8 257.65	WESTCHESTER TOWER ★ 118.575 (CTAF) 284.65	GND CON 121.825	CLNC DEL 127.25	UNICOM 122.95
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NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 11, 16, 34: Standard.
Rwy 29: 200-1½ or standard with minimum climb of 230' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

WESTCHESTER TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb heading 114° to 3000 feet. Thence....

TAKE-OFF RUNWAY 29: Climb heading 294° to 3000 feet. Thence....

*TAKE-OFF RUNWAY 16: Climb heading 162° to 800 feet then turn right heading 320°, maintain 3000 feet. Thence....

TAKE-OFF RUNWAY 34: Climb heading 342° to 1000 feet then turn left heading 295°, maintain 3000 feet. Thence....

.... via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

* NOTE: Do not exceed 190 KIAS until established on heading 320°. Advise clearance delivery if unable to comply.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.

NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NOTE: DIXIE departures expect vectors to COL/COL R-192.

NOTE: ELIOT departures expect vectors to SAX R-252.

NOTE: GAYEL departures expect vectors to DPK R-320.

NOTE: GREKI departures expect vectors to CMK R-057.

NOTE: HAAYS departures expect vectors to HUO R-145.

NOTE: LANNA departures expect vectors to PTW R-059.

NOTE: MERIT departures expect vectors to LGA R-055.

NOTE: NEION departures expect vectors to LGA R-322.

NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.

NOTE: SHIPP departures expect vectors to JFK/JFK R-139.

NOTE: WAVEY departures expect vectors to JFK/JFK R-156.

NOTE: WHITE departures expect vectors to COL VOR/DME or COL R-204.

TAKEOFF OBSTACLES:

Rwy 11: Trees beginning 170' from DER, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from DER, 248' left of centerline, 0 AGL/392' MSL.

Rwy 16: Windsock and trees beginning 309' from DER, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from DER, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from DER, 604' left of centerline, up to 105' AGL/510' MSL. Terrain 273' from DER, 515' left of centerline, 0' AGL/387' MSL.

Rwy 34: Windsock 167' from DER, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from DER, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from DER, 751' right of centerline, up to 104' AGL/504' MSL. OL on DME 605' from DER, 263' right of centerline, 20' AGL/454' MSL.

Rwy 29: Trees beginning 6' from DER, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from DER, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM DER, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from DER, 485' right of centerline, 23' AGL/417' MSL.

WILLIAMSON-SODUS (SDC) 3 W UTC-5(-4DT) N43°14.08' W77°07.17'

424 B S4 FUEL 100LL TPA-1100(675) NOTAM FILE BUF

RWY 10-28: H3801X60 (ASPH) S-12 MIRL

RWY 10: PAPI(P2L)—GA 3.0° TCH 20'. Tree.

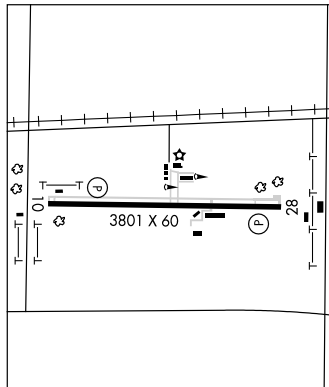
RWY 28: PAPI(P2L)—GA 3.0° TCH 20'. Pole.

AIRPORT REMARKS: Attended Mon-Fri 1330-2200Z \ddagger . Credit card fuel avbl 24 hrs. Geese and deer on and invof arpt. ACTIVATE MIRL Rwy 10-28—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.2 (315) 483-6171.**COMMUNICATIONS:** CTAF/UNICOM 122.8® **ROCHESTER APP/DEP CON** 119.55**RADIO AIDS TO NAVIGATION:** NOTAM FILE ROC.

ROCHESTER (L) VOR/DME 110.0 ROC Chan 37 N43°07.08'
W77°40.37' 086° 25.3 NM to fld. 549/12W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.

**WURTSBORO-SULLIVAN CO** (N82) 2 NE UTC-5(-4DT) N41°35.83' W74°27.50'

560 NOTAM FILE ISP

RWY 05-23: H3592X60 (ASPH) S-30 0.3% up SW

RWY 05: Thld dsplcd 233'. Pole. RWY 23: Brush.

RWY 14-32: 2101X120 (TURF) 0.6% up NW

RWY 14: Ridge. RWY 32: Trees.

RWY 18-36: 1250X150 (TURF) 0.3% up N

RWY 18: Ridge. RWY 36: Trees.

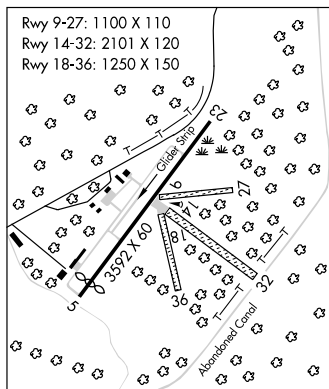
RWY 09-27: 1100X110 (TURF) 0.7% up W

RWY 09: Tree. RWY 27: Trees.

AIRPORT REMARKS: Attended 1400-2200Z \ddagger . Winter months attended till dusk. Extensive glider activity. Tower elev 1690' MSL 250' AGL. Located 9000' NE thld app Rwy 23. Deer on and in vicinity of arpt. +86' tree 120' out and 150' right of Rwy 23 centerline.

COMMUNICATIONS: CTAF/UNICOM 122.8® **NEW YORK APP/DEP CON** 132.75**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93'
W73°49.33' 274° 28.9 NM to fld. 580/12W. HIWAS.



NEW YORK

L-33A, 34H

IAP

WAAS CH 90507 W10A	APP CRS 100°	Rwy Idg TDZE Apt Elev	3801 424 424
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RNAV (GPS) RWY 10 WILLIAMSON-SODUS (SDC)

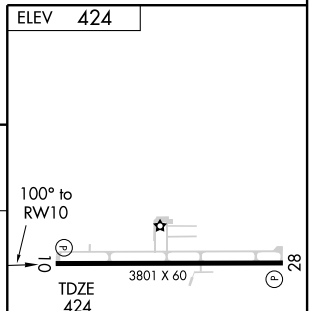
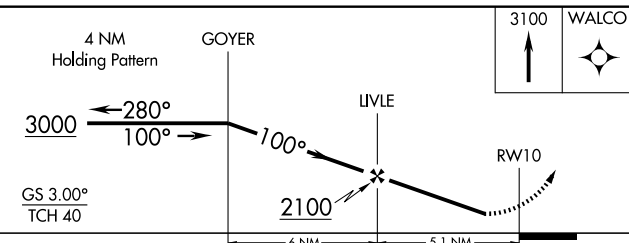
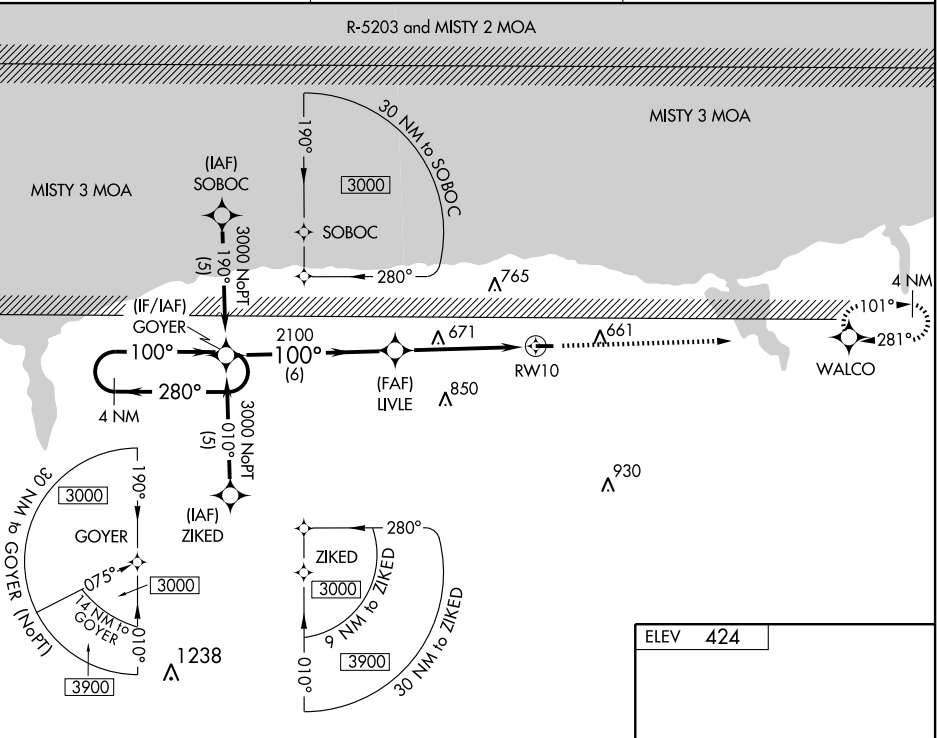
▼ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 77 feet and all MDA 80 feet, LPV all Cats visibility ¼ mile, and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct WALCO and hold.

AWOS-3
124.2

ROCHESTER APP CON
119.55 269.6

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	760 - 1¼	336 (400-1¼)		NA
LNAV MDA	940 - 1	516 (600-1)	940 - 1½ 516 (600-1½)	NA
CIRCLING	940 - 1 516 (600-1)	960 - 1 536 (600-1)	1020 - 1½ 596 (600-1½)	NA

MIRL Rwy 10-28 0

WAAS CH 78416 W28A	APP CRS 280°	Rwy Idg TDZE Apt Elev	3801 422 424
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RNAV (GPS) RWY 28 WILLIAMSON-SODUS (SDC)

NA Baro-VNAV NA when using Rochester altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase LPV DA 148 feet, LNAV/VNAV DA 77 feet, all MDA 80 feet, LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct GOYER and hold.

AWOS-3
124.2

ROCHESTER APP CON
119.55 269.6

UNICOM
122.8 (CTAF) 0

R-5203 and MISTY 2 MOA

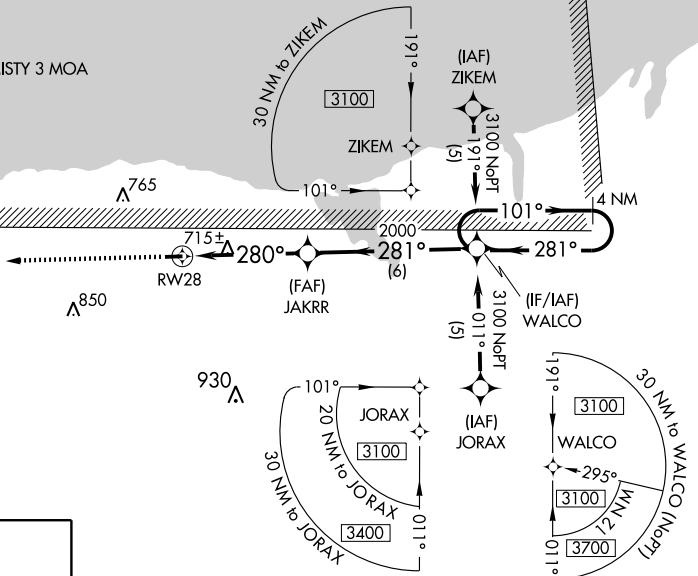
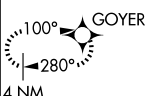
R-5203

MISTY 3 MOA

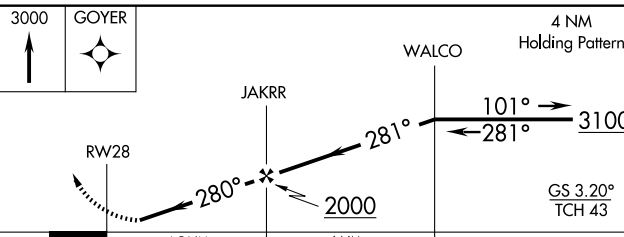
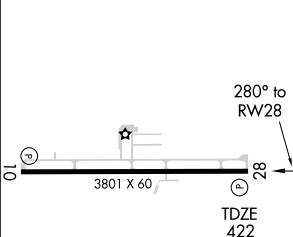
765

850

930



ELEV **424**



CATEGORY	A	B	C	D
LPV DA	706-1	284 (300-1)		NA
LNAV/VNAV DA	1048-2	626 (700-2)		NA
LNAV MDA	980-1	558 (600-1)	980-1½ 558 (600-1½)	NA
CIRCLING	1000-1	576 (600-1)	1020-1½ 596 (600-1½)	NA

MIRL Rwy 10-28 **0**

WILLIAMSON-SODUS (SDC) 3 W UTC-5(-4DT) N43°14.08' W77°07.17'

424 B S4 FUEL 100LL TPA-1100(675) NOTAM FILE BUF

RWY 10-28: H3801X60 (ASPH) S-12 MIRL

RWY 10: PAPI(P2L)—GA 3.0° TCH 20'. Tree.

RWY 28: PAPI(P2L)—GA 3.0° TCH 20'. Pole.

AIRPORT REMARKS: Attended Mon-Fri 1330-2200Z \ddagger . Credit card fuel avbl 24 hrs. Geese and deer on and invof arpt. ACTIVATE MIRL Rwy 10-28—CTAF.

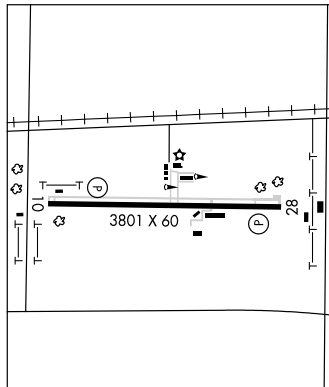
WEATHER DATA SOURCES: AWOS-3 124.2 (315) 483-6171.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® **ROCHESTER APP/DEP CON** 119.55

RADIO AIDS TO NAVIGATION: NOTAM FILE ROC.

ROCHESTER (L) VOR/DME 110.0 ROC Chan 37 N43°07.08'
W77°40.37' 086° 25.3 NM to fld. 549/12W.

COMM/NAV/WEATHER REMARKS: Cinc del thru Flight Services
1-888-766-8267.



DETROIT

L-31E, 32F

IAP

WURTSBORO-SULLIVAN CO (N82) 2 NE UTC-5(-4DT) N41°35.83' W74°27.50'

560 NOTAM FILE ISP

RWY 05-23: H3592X60 (ASPH) S-30 0.3% up SW

RWY 05: Thld dsplcd 233'. Pole. RWY 23: Brush.

RWY 14-32: 2101X120 (TURF) 0.6% up NW

RWY 14: Ridge. RWY 32: Trees.

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RWY 18: Ridge. RWY 36: Trees.

RWY 09-27: 1100X110 (TURF) 0.7% up W

RWY 09: Tree. RWY 27: Trees.

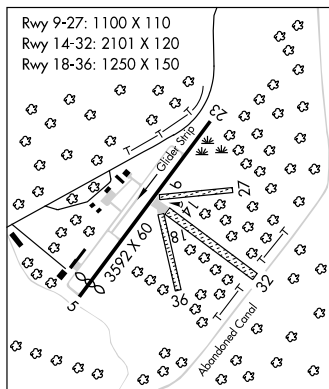
AIRPORT REMARKS: Attended 1400-2200Z \ddagger . Winter months attended till dusk. Extensive glider activity. Tower elev 1690' MSL 250' AGL. Located 9000' NE thld app Rwy 23. Deer on and in vicinity of arpt. +86' tree 120' out and 150' right of Rwy 23 centerline.

COMMUNICATIONS: CTAF/UNICOM 122.8

® **NEW YORK APP/DEP CON** 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93'
W73°49.33' 274° 28.9 NM to fld. 580/12W. HIWAS.



NEW YORK

L-33A, 34H

IAP

VOR/DME H ^{UO}	APP CRS	Rwy Idg	3359
116.1	039°	TDZE	550
Chan 108		Apt Elev	560

VOR/DME or GPS RWY 5

WURTSBORO-SULLIVAN COUNTY (N82)

▼ Obtain local altimeter setting on CTAF, when not received, procedure not authorized.
 ▲ NA Procedure not authorized at night.

MISSED APPROACH: Climb to 2300 then climbing left turn to 3500 direct H^{UO} VOR/DME and hold.

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF)

